AVIATION PROCEDURES GUIDE

JOINT READINESS TRAINING CENTER & FORT POLK

15 JUNE 00

PREFACE

a. A copy of the Aviation Procedures Guide (APG) will be carried in each rotary wing aircraft operating at Fort Polk.
b. Chapter 1 provides general information, which pertains to all aircrews operating at Fort Polk.
c. Chapter 2 provides information for aircrews operating at Fort Polk but not as members of JRTC player units (non-rotational units).
d. Chapter 3 provides information for aircrews and Unmanned Aerial Vehicle (UAV) operators operating at Fort Polk as members of JRTC player units (rotational units).
e. Any conflict between this APG and DA, FORSCOM, or JRTC & Ft. Polk regulations will be resolved in favor of the more restrictive document. This APG takes precedence over local SOPs.
f. The waiver authority for this APG is the Installation Aviation Officer.
g. This APG supersedes the APG dated 1 FEBRUARY 1999.
h. Unless this publication states otherwise, masculine nouns and pronouns do not refer exclusively to men.

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Installation Aviation Officer

DEPARTMENT OF THE ARMY

JOINT READINESS TRAINING CENTER
Fort Polk, Louisiana 71459-5000

AVIATION PROCEDURES GUIDE
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CHAPTER 1
GENERAL INFORMATION

1-1. PURPOSE: This document provides specific aviation policies and procedures for aviation commanders and aircrews conducting operations at the JRTC and Fort Polk. These policies and procedures are directive in nature and implement Department of the Army, FORSCOM, and JRTC & Fort Polk regulations. Rotational and non-rotational units will operate in accordance with the requirements set forth in this document.

1-2. REFERENCES: See Annex A.

1-3. APPLICABILITY: This Aviation Procedures Guide (APG) applies to all Department of Defense aircraft systems and aviation personnel while operating at Fort Polk and the surrounding local area.

1-4. SUGGESTED CHANGES: Forward to: HQs, JRTC & Ft. POLK
G3/DPTMS Aviation Division
ATTN: AFZX-GT-A
Fort Polk, LA 71459-6320

1-5. MAP GRID COORDINATES: All grid coordinates listed in this APG are based on the WGS 84 datum. Users of maps based on other datums must convert the grids. To convert NAD 27 to WGS 84 datum for an 8 digit grid, change VE to VQ, subtract 2 from the Easting, and add 21 to the Northing (Grid zone designator remains 15R). For example, NAD 27 grid 15R VE10001000 = WGS 84 grid 15R VQ09981021. To convert WGS 84 to NAD 27 for an 8 digit grid, change VQ to VE, add 2 to the Easting, and subtract 21 from the Northing (Grid zone designator remains 15R). For example, WGS 84 grid 15R VQ10001000 = NAD 27 grid 15R VE10020979. GPS users should ensure the proper datum is selected.

1-6. RESPONSIBILITIES:

a. **AVIATION UNIT COMMANDERS:** Aviation unit commanders will ensure assigned aviators are familiar with the contents of this publication prior to conducting aviation operations at JRTC and Fort Polk.

b. **INDIVIDUAL AVIATORS:** All aviators will comply with the procedures

outlined in this publication.

1-7. LOCAL FLYING AREA: (See Annex B for diagram)

a. DESCRIPTION: The local flying area boundary begins at Tyler, TX and parallels I-20 to Vicksburg, MS; then South along the Mississippi River to Baton Rouge, LA; then Southwest, following I-10 to Lafayette, LA; then Southeast to the corner of Marsh Island, LA; then West along the coast to Galveston, TX, to include a 30 NM circle around Scholes Airfield; then North along HWY 45 to the city of Houston, TX; then North along HWY 59 to Lufkin, TX; then Northwest along HWY 69 to Tyler, TX.

b. Airports, associated navigation aids, and cities and towns on the boundary of the local flying area are included in the local flying area.

1-8. JOINT READINESS TRAINING CENTER AREA OF INTEREST (JRTC AOI):

a. For the purpose of weather reporting there are 4 primary AOIs. These areas are Ft Polk Class D airspace, Peason AOI, Fullerton AOI, and Alexandria AOI(to include Alexandria Class D airspace). The description of the JRTC AOI is as follows: Starting at the Northwest point of intercept between Highway 171 and POE Class D airspace; North along Highway 171 to the town of Fisher, East to the town of Cloutierville and Highway 49; Southeast along Highway 49 to the Northwest intercept point of Highway 49 and AEX Class D airspace (all of the class D airspace); From the AEX VOR South along Highway 165 to Glenmora. West to the intercept point of Highway 10 and the South-Southeast point of the Polk AAF Class D airspace. See ANNEX B-3 for map.

b. FULLERTON AOI: Starting at the Northwest intercept point of Highway 171 and Polk AAF Class D airspace; North along Highway 171 to the Vernon Lake bridge; East to the township of Simpson; East to Hemphill and LA 28; South to Hinestown, then along the Calcasieu River to the bridge on LA 113 West of Glenmora; West to the intercept point of LA 10 and the south-southeast point of the Polk AAF Class D airspace.

c. PEASON AOI: Beginning at the Vernon Lake bridge on Highway 171; North along Highway 171 to Fisher; East to Derry and Highway 49; Southwest to

Simpson; West to the Vernon Lake bridge.

d. ALEXANDRIA AOI: Beginning at the AEX VOR, South along Highway 165 to Glenmora; West to the Calsasieu River bridge; North along the river to Hinestown; North to Hemphill; West to Simpson; Northeast to Derry and Highway 49; Southeast along Highway 49 to the Northwest intercept point of Highway 49 and Alexandria Class D airspace and the all of Alexandria Class D airspace.

1-9. FLIGHT ALTITUDES:

a. Flights conducted on the military reservation (outside the cantonment area) or in a designated Helicopter Training Area (HTA) may operate at all terrain flight altitudes.

b. Flights conducted off the military reservation over other than built up or congested areas will be flown at 400 feet AGL or above within the JRTC AOI when weather and safety will allow. Every effort will be made to fly neighborly while conducting terrain flight.

c. Unless directed by ATC or when weather dictates, no aircraft will operate below an altitude of 1000 feet AGL while over flying cities and towns. Altitudes below 1000 feet are authorized if the city or town is avoided by at least 1000 feet slant range. Aircraft will maintain 500 feet slant range distance if possible from all built up areas, large concentrations of people, livestock and chicken/turkey houses. Exceptions will be granted on a mission basis by the IAO, Commanders in the grade of 04 and above or as directed by ATC. A built up or congested area is any town or city as depicted on a WGS-84 1:50,000 map.

d. Rotational units may have additional altitude restrictions and will adhere to the Airspace Control Order (ACO) when issued by the Joint Airspace Control Center (JACC).

e. In the event that both helicopters and fixed-wing aircraft are operating on the reservation or in a designated HTA, helicopters will operate at 300 feet AGL and below, and fixed-wing aircraft will operate at 500 feet AGL and above or as directed in the ACO.

1-10. OVERFLIGHT RESTRICTIONS:

a. Pilots will comply with the restrictions in Annex J and K for terrain flight

hazards and no-fly areas.

b. Aviators in support of JRTC rotations will comply with restrictions contained in the Airspace Control Order (See sample ACO - Annex F) published by the Joint Airspace Control Center (JACC) during rotational periods.

1-11. ACTIVE RANGES AND UNDERFLIGHT OF INDIRECT FIRE:

a. Active Range. Aircraft requiring entry into active range areas must contact Range Control for approval. 40.95 MHZ, 143.3 MHZ, 373.3 MHZ or phone 531-5445

b. Under flight of indirect fire weapon systems by manned aircraft is prohibited except for aircraft participating in actual calls for fire, combined arms operations, artillery observation, or JAAT (Joint Air Attack Team) operations. Participating aircrews will comply with the following:

(1) The Pilot-in-Command/Air Mission Commander will receive a briefing from higher headquarters on both mortar and artillery firing positions prior to flight.

(2) The PC/AMC will contact Range Control prior to entering the active range in order to receive current information pertaining to all active firing points in the route of flight and type of firing activity from those points.

(3) No aircraft will under-fly a gun-target line at an altitude greater than 200 feet AGL.

(4) When passing to the front of the gun tubes, aircraft will pass no closer than 500 meters to the firing point.

(5) Under flight of mortar, rocket, and/or rocket-assisted projectile rounds is prohibited.

(6) Aircraft will not pass to the front of any firing point participating in direct fire.

(7) The JACC may establish informal Airspace Control Areas (ACA) to allow under flight of gun-target lines.

1-12. FLIGHT LANDING STRIP (FLS) OPERATIONS:

a. **FULLLERTON/PEASON:** Parking aircraft or equipment within 185 feet of the FLS centerline or within 585 feet of each end of the FLS is prohibited at all times, except for emergency situations or when use is not anticipated by fixed-wing aircraft. Check ACOs for active ROZs. **No tracked or ground tactical vehicles will be driven on the runway or taxiways.**

1-13. SELF AIRFIELD PROCEDURES:

a. Self Airfield is a flight landing strip (FLS) just east of North Fort Polk. It lies within the Polk AAF Class D airspace, the airspace 600 ft MSL and below will be considered Class G airspace and is controlled by Warrior Control. Aircraft will remain East of K Avenue that parallels Self AAF (first road West of the FLS) and North of Artillery road. **All aircraft will depart to the North or East. If winds require a South departure, aircraft must turn East before crossing Artillery road.** Aircraft enroute to PAAF will contact Polk TWR prior to entering the airspace. **Use extreme caution when arriving or departing Self FLS,** communication with ATC is not possible on the ground! When Self FLS ROZs are not active, Aircraft in-bound will call Warrior Control 2 KM out prior to landing. **Departing aircraft will make calls in the blind to Warrior Control prior to take off and will establish comminations when clear of obstacles.** During JRTC rotations, when Self-Airfield is active for UAV operations or airland operations (fixed wing), a ROZ will be established.

b. Weather: Class G weather minimums apply to Self-FLS 600ft MSL and below. Weather will be obtained using the Self FLS's ASOS (freq 119.275). When Self's ASOS is down, weather will be based on Fullerton AOI's observation.

c. During Active UAV ROZ's, all ground operations will halt and Aircraft will shut down or go to flat pitch until the ROZ is lifted. All aircraft operating or staging out of Self FLS will monitor and make calls in the blind to Warrior Control prior to starting or repositioning aircraft to ensure the UAV ROZ is not active. A rotating beacon located near the UAV building will be operating when the ROZ is active. The UAV operators will also make calls in the blind on Warrior Control frequency

indicating the ROZ 's status.

d. The airland ROZ will encompass the area inside the points VQ850450 - VQ870450 - VQ870400 - VQ850400 - VQ850450 from the surface to 1500’ AGL. Polk Approach will be the overall controlling agency and will relinquish control as appropriate to the Combat Control Team (CCT) Tailpipe Delta. Helicopters desiring to enter the ROZ will contact CCT for approval prior to entry. Helicopters may transit East to West or West to East along one of two available transitions:

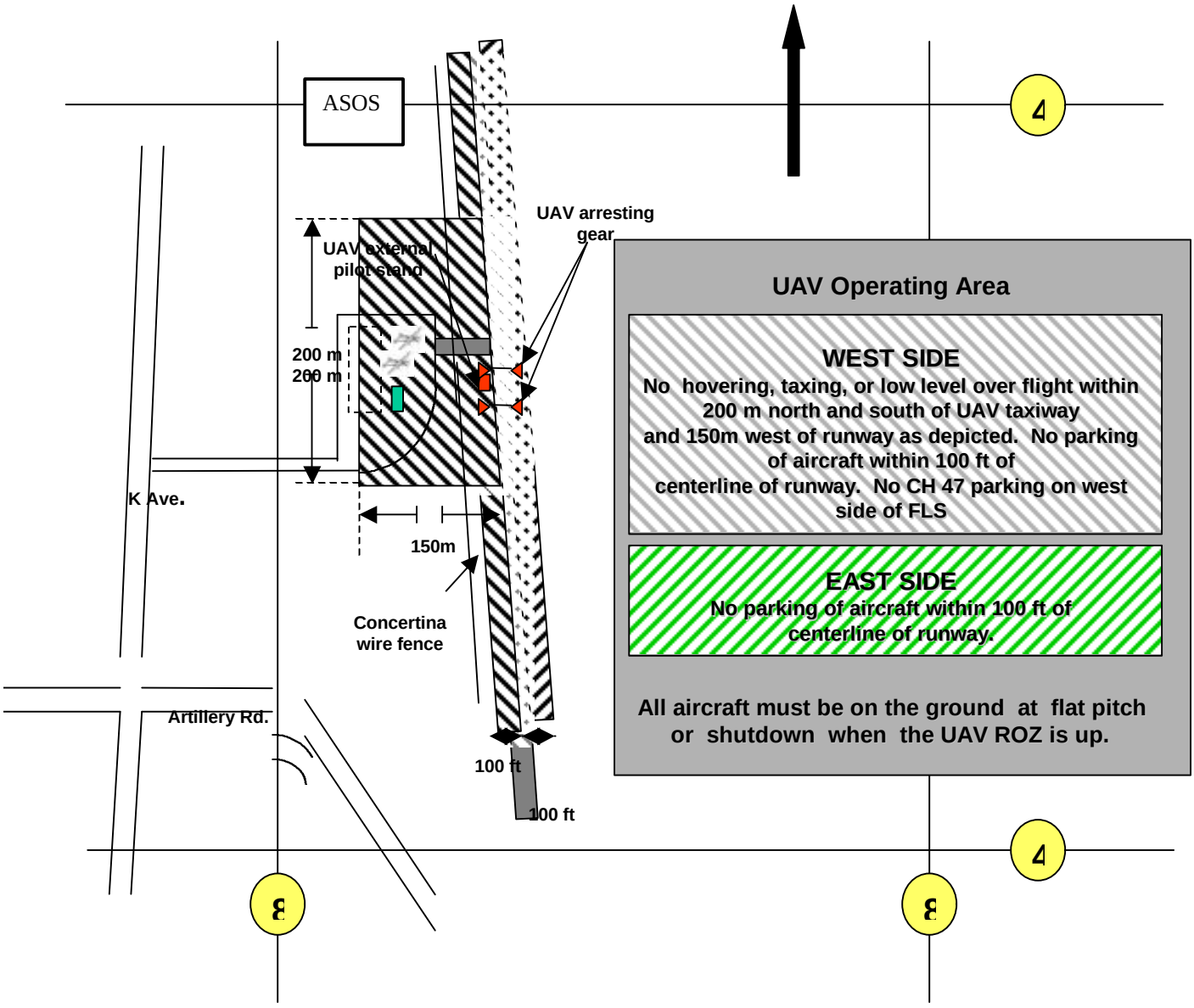
(1) Mill Creek Transition (remain below 300’ AGL): VQ829385 (ASP entrance) to VQ864389 (tower) to VQ887419 (powerline/road intersection). The route is two-way; advise Warrior Control prior to entry.

(2) Alligator Lake Transition (remain below 300’ AGL): VQ828423 (intersection) to VQ852457 (northwest corner of Alligator Lake) to VQ890455 (Armor Lake). The route is two-way; advise Warrior Control prior to entry.

e. The Self Airfield ROZ's active times will be published in the ACO. Both transition routes will also be published in the ACO as SAAFRS (Standard Use Army Aircraft Flight Route).

f. The minimum aircraft lighting requirement is anti-collision light and/or position lights steady bright. In the interest of safety, pilots may elect to turn anticollision lights off. Aircraft will advise Warrior Control of their intention to operate in the Self AOI with anti-collision lights off so that Warrior Control can advise other traffic. If a ROZ exists at Self, the controlling authority published in the ACO will be the approving agency for deviation from the standard lighting requirements stated above.

g. **Parking:** No parking within 100 meters of ASOS. No vehicles, aircraft, or equipment will be parked on the west side of the FLS within 200 meters of the UAV site. **No tracked vehicles will be driven on the runway or taxiways.** See diagram below.



1-14. AUTHORIZED LANDING AREAS:

a. **Unless otherwise restricted by this guide or by NOTAM, landing on the Fort Polk Military Reservation is authorized at any location outside of the cantonment area**, with the exception of the areas in Annex L, which may contain unexploded munitions (dud areas). These unexploded munitions areas are shaded red on the Fort Polk and Peason Ridge overprinted maps. NOTE: The cantonment area is that portion of the Fort Polk Military Reservation that is not a named training

area and includes Fort Polk, North Fort Polk, and all housing areas.

b. There are four limited use helipads in the Fort Polk cantonment area. Additional pads are located at the Toledo Bend recreational site and Shugart Gordon MOUT site. The helipad at Shugart Gordon is located on top of the hotel, it is considered a pinnacle. See Annex E for list and restrictions on the use of pads.

c. Tactical Helicopter Landing Zones (HLZs). Units should verify HLZ suitability prior to use. All Units intending to use Helicopter Landing Zones should recon LZ's prior to mission to ensure suitability. LZ's are subject to overgrowth, mud, standing water, and other factors that could hinder aviation operations.

d. Off-post. Helicopters may land off-post only to approved landing zones. Exceptions are as follows:

(1) Precautionary landing and/or emergency landing.

(2) MEDEVAC mission.

(3) Civilian airfield.

(4) As authorized by the Installation Aviation Officer.

1-15. VISUAL FLIGHT RULES (VFR) WEATHER MINIMUMS.

a. Table 1-1 states the minimum weather required for all training/mission flights in Class G airspace/special use airspace 1200 feet AGL and below.

b. **When weather is less than the minimums stated in Table 1-1, all training will stop!** All aircraft operating within the JRTC AOI which encounter minimums below those stated in Table 1-1 may however recover to the nearest suitable landing area i.e. ISB, Fort Polk, or assembly area as long as weather is at or above SVFR as stated in Table 1-2. **If weather is encountered less than SVFR (Table 1-2) aircraft will land to the nearest suitable area until weather improves**.

Table 1-1 VFR Weather Minimums

AIRCRAFT TYPE	CONDITION	CEILING	SURFACE VISIBILITY
ROTARY WING	DAY	500 FEET	½ MILE
	NIGHT (aided or unaided)	700 FEET	2 MILES
FIXED WING	Day or Night	1000 FEET	3 MILES

c. Appropriate publications for IMC flight must be in the aircraft and accessible by the pilot during flight regardless of weather conditions. Whenever the weather is forecast to be less than 1000-foot ceiling and/or surface visibility less than 3 miles pilots should tune radios to the appropriate NAVAIDS. OH58-D aircraft should have the appropriate Emergency AHRS/EGI/GPS data for IMC recovery input into the flight plan of the Horizontal Situation Display (HSD).

NOTE: G3/DPTMS Aviation Division aircraft will be dual pilot at night when the ceiling and surface visibility are less than 1000' and 3 miles.

d. For VFR planning purposes, destination weather at surface based controlled airspace must be forecasted at or above the minima provided below in Table 1-2 (SVFR minimums) at ETA plus 1 hour.

1-16. SVFR PROCEDURES.

a. Special Visual Flight Rules (SVFR). Table 1-2 applies to all surface based controlled airspace, unless higher (more restrictive) minima exist. Aircraft must be equipped for IMC flight IAW AR 95-1. Required equipment must be operational. The OH-58D is not required to have a turn and slip indicator. NOTE: SVFR is not authorized for fixed wing aircraft at PAAF.

b. The following SVFR procedures are in effect whenever the Polk AAF Class D airspace is reported less than 1000 feet ceiling and/or 3 miles surface visibility (ground or flight).

(1). When inbound to Polk AAF, all aircraft will contact Polk AAF tower prior to entry into the class D airspace and request a SVFR clearance to enter.

(2). When departing Polk AAF aircraft will maintain two-way radio communication with Polk Tower until departing the class D or until released by tower.

Table 1-2 SVFR Weather Minimums (Surface Based Controlled Airspace)

AIRCRAFT TYPE	CONDITION	CEILING	SURFACE VISIBILITY
ROTARY WING	DAY	300 FEET	½ MILE
	NIGHT (aided or unaided)	500 FEET	2 MILES

1-17. INADVERTENT IMC (Day, night, and NVD):

a. Inadvertent IMC is an emergency, generally occurring at low altitude, low airspeeds and with the aircrew totally unprepared for instrument flight. Aviators must evaluate existing weather as well as trends and make the decision to land or modify the mission before IMC is actually encountered. If visual reference to the ground is lost, the only course of action that remains is to immediately transition to instruments. All aircrews must recognize that aircraft control is the single most important consideration. The procedures listed in each aircraft ATM should be followed.

b. The primary recovery location is Polk Army Airfield (PAR, ASR, VOR, NDB, and GPS). The next nearest field is the DeRidder/Beauregard Parish Airport (14 miles SW of Polk AAF - NDB, GPS, LOC). Airports at Alexandria include Alexandria International Airport (ILS/DME,VOR, GPS) and Alexandria/Esler Regional Airport (ILS, LOC BC, VOR, NDB, GPS).

c. Single Aircraft Procedures. Single aircraft encountering IMC should:

(1) ***Climb to a minimum of 2500 feet MSL, higher at the discretion of the PC.*** Turn only to avoid known obstructions, impact areas, and restricted areas.

(2) **Ident pre-assigned transponder code, or squawk 7700 if one has not been assigned.**

(3) ***Contact ATC for clearance***.

d. Multiship Procedures. Execute formation breakup as briefed. The minimum recommended base altitude is 2500 feet MSL. Only the lead aircraft will ident pre-assigned transponder code and will contact ATC first followed by aircraft in chalk

order. Individual Transponder codes will be assigned each aircraft as communications are established.

e. Lost Communications: Inadvertent IMC aircraft experiencing lost communications should comply with the procedures in the DOD Flight Information Handbook. If unable to establish communications with any controlling agency, proceed directly to the nearest Fort Polk NAVAID (GATOR NDB or POLK VORTAC), monitor the VORTAC for instructions and execute the VOR, NDB, or GPS approach.

f. Aviation units deploying with the OH58D Kiowa Warrior should utilize the 4th SQDN 2nd ACR AHRS/EGI/GPS Approach (see Annex G). If rotational unit desires to create it's own AHRS/EGI/GPS Approach, contact the 4th SQDN 2nd ACR Standardization office.

1-18. ADVERSE WEATHER:

a. 21ST ASOS/ASW: The 21st ASOS/ASW is the US Air Force Weather Detachment at Fort Polk. The 21st ASOS/ASW provides operational weather support for all tenant aviation operations conducted at JRTC and Fort Polk. **Rotational units will receive weather forecasts from Air Force weather teams supporting their unit starting at D-4. If not available, IAW AR 95-1, an alternate weather source is DeRidder Flight Service Station (FSS), 1-800-WX BRIEF.** All aviators must have a weather briefing prior to flight IAW AR 95-1.

b. Forecasts must be valid through ETA plus one hour.

c. The JACC will notify rotational aviation units through aviation O/Cs whenever Watches/Warnings/Advisories are issued or PAAF PAR is out of service. Aviation unit commanders should consider raising weather minimums or modifying operations until the PAR is operational.

d. **Weather Advisories:** Are special notices to provide the customer with information concerning a specific condition that is occurring or is expected to occur for the PAAF terminal area or the JRTC AOIs (Criteria for weather advisories are listed below in table 1-3, 1-4 and JRTC and Fort Polk Reg 115-1). Commanders should give special consideration based on mission, aircraft limits, and Unit SOP; otherwise advisories do not restrict normal operations (except advisories for low ceiling and surface visibility).

(1) Fort Polk weather personnel will issue a weather advisory when ceiling and/or surface visibility is less than the minimums required for flight within a specific AOI.

(2) Advisories issued by the Fort Polk Weather Detachment can only be cancelled by Fort Polk weather personnel. PIREPs from rotational units will not be used as the sole basis for canceling a weather advisory. **AVN O/C's encountering less than minimum ceilings and/or visibility required for training will give a PIREP to Ft Polk Weather Facility and will terminate all operations in that AOI regardless of rotational aircraft's weather forecast received by their weather team!**

Table 1-3 Weather advisory Criteria and lead times for FP/PAAF

Lightning within 5 NM	15 MINUTES
Thunderstorms within 10 NM	AS OBSERVED
Convective/Non-convective winds 25-34 knots	AS OBSERVED
Hail < ½"	30 MINUTES
Ceiling < 500 feet AGL and/or surface visibility < ½ miles (issued between sunrise and sunset)	**AS OBSERVED**
Ceiling < 700 feet AGL and/or surface visibility < 2 miles (issued between sunset and sunrise)	**AS OBSERVED**
Gust spread > 15 knots	AS OBSERVED
Low-level wind shear below 2000 feet AGL	AS OBSERVED
Outside air temperature < 25 F/-4 C 24 hours or longer	6 hours

Table 1-4 Weather Advisory Criteria and Lead Times for JRTC AOI

Thunderstorms	AS OBSERVED
Convective/Non-convective winds 25-34 knots	AS OBSERVED
Icing (any) below 10,000 feet MSL	AS OBSERVED
Moderate or greater turbulence below 10,000 feet MSL	AS OBSERVED
Ceiling < 500 feet AGL and/or surface visibility < ½ miles (issued between sunrise and sunset)	**AS OBSERVED**
Ceiling < 700 feet AGL and/or Visibility < 2 miles (issued between sunset and sunrise)	**AS OBSERVED**
Hail < ½"	AS OBSERVED
Wind chill < -20F/-29C	AS OBSERVED

e. **Weather Watch:** A special notice provided to a supported agency to alert that agency of the possibility of severe weather when the potential exists for development. **A weather watch is NOT a forecast**. It does not ground aircraft unless unit commanders choose to do so or current weather conditions require it. Criteria for weather watches are listed in JRTC and Fort Polk Reg 115-1.

f. **Weather Warnings**: A special notice provided to a supported agency when an established weather condition, of such intensity as to pose a hazard to property or life for which the supported agency must take protective action, is occurring or is expected to occur. Warnings may apply to the entire JRTC AOI, or singularly and separately for:

(1) FP/PAAF

(2) Peason AOI

(3) Alexandria AOI

(4) Fullerton AOI

A Weather warning is a forecast! See table 1-5 for issued warning and lead times.

Table 1-5 Weather Warning Criteria and Lead Times

Tornadoes	15 MINUTES
Surface winds 50 knots or greater	120 MINUTES
Surface winds 35-49 knots	60 MINUTES
Hail ¾" inch or greater	120 MINUTES
Hail at least ½" inch but less than¾" inch	60 MINUTES
Heavy rain or snow accumulating 2 inches or more within 12 hours	30 MINUTES
Freezing precipitation	60 MINUTES

g. **SEVERE WEATHER:** Is defined as surface winds 35 knots or greater and/or hail equal to ½" or greater and tornadoes. Units (rotational/nonrotational) will take the following actions when a weather warning is issued for:

(1) **Winds 35-49 knots and/or hail ½" but less than ¾" inch** The senior Aviation Officer for rotational units and commanders (field grade) or operations officers (field grade) for nonrotational units will decide if flight operations will be continued or terminated based on mission and aircraft limits. He will determine if aircraft will be moored or hangared IAW unit SOP at Polk AAF, Intermediate Staging Base (ISB), or Tactical Field site.

(2**) Winds 50 knots or greater and/or hail ¾" or greater, andtornadoes**: All flight operation will be terminated! Recall all aircraft operating within the affected weather AOI unless current weather conditions prohibit continued flight. Hangar aircraft IAW JRTC hangaring priority. If sufficient lead-time exist, rotational aircraft will recover to PAAF to be hangared. If safe lead-time does not permit recovery to PAAF aircraft will be moored at their current location IAW unit SOP/maintenance manual.

(3) Flight to suitable airfield for the purpose of hangaring or mooring aircraft is permissible. Loose equipment in the vicinity of aircraft, hangars, and parking ramp will be secured. Commanders will be prepared to execute the Severe Weather Plan. In the event of a hurricane, Commanders will be prepared to evacuate aircraft in accordance with the Fort Polk HUREVAC Plan.

(4) Rotational Unit Requirements: Rotational units must bring blade folding kits, ground handling wheels, aircraft mooring chains, and aircraft field mooring kits when deploying to JRTC.

A D-rear support team is necessary to pre-position blade folding kits and ground handling wheels at PAAF once the unit deploys from the ISB. The EMCC will brief these requirements at the D-180 and D-90 conferences.

(5) Installation Responsibilities: Polk AAF Airfield Operations is responsible for coordinating hangar space with 4/2 CAV, JRTC Flight Detachment, U.S. Army Air Ambulance Detachment, ATSA, and Lockheed Martin. There are two "K-Span" aircraft shelters located on the northwest side of Polk AAF. These are the primary hangars for rotational aircraft during severe weather. Each K-Span is 71' wide x 142' long with a 50' wide x 19' high door.

h. **Hangaring of Aircraft:** Polk AAF has sufficient hangar space for all tenant aircraft. However, during JRTC rotations, there is not sufficient space to hangar all

tenant and rotational aircraft.

(1) Aircraft will be hangared IAW the following priority: OH-58D, MH/AH-6, MH-60, AH-64, EH-60, UH-60, MH-47, OH-58A/C, AH-1, fixed wing, UH-1, ATSA, and CH-47. If severe weather is imminent, advanced aircraft will be hangered on a 'first come, first served" basis, regardless of priority.

(2) Blades will be folded whenever blade folding kits are available.

(3) Units needing hangar space should contact Polk AAF Airfield Operations. If Airfield Operations is closed, notify the Polk AAF Operations Officer or Installation Aviation Officer (see Annex G for phone numbers).

NOTE 1: Wind velocities greater than 50 knots for OH-58s and 75 knots for all other aircraft may cause structural damage even if moored. If winds are expected to exceed 50 knots the IAO will make appropriate recommendations, to include evacuation, to the Commanding General.

NOTE 2: Hurricane Conditions. The Installation Commander is the decision-making authority for the evacuation of aircraft. The IAO will make recommendations to the Commanding General concerning the evacuation of aircraft.

NOTE 3: Since Special Operations Aviation (SOA) aircraft usually arrive before the JRTC EMCC is operational, SOA aircrews will provide Airfield Operations personnel and the Ft. Polk FOD with a local phone number (or beeper number) for their unit operations to assist in severe weather notification. In addition, upon arrival at Polk AAF, SOA should coordinate with the DPTMS Flight Detachment aviation maintenance officer for access to a tug.

i. **Notification of Severe Weather**:

(1) Polk AAF Weather Personnel will initiate notification through the Automated Meteorological Information System (AMIS). In addition, weather personnel will notify the Fort Polk Field Officer of the Day (FOD). If AMIS is inoperative, observations, forecasts, warnings, advisories, and watches will be relayed to the tower by phone. Tower personnel will then notify the following:

(a) Ground Controlled Approach (GCA)

(b) Polk AAF Operations

(2) If AMIS is operative, the FOD will notify the units listed in subparagraph (1) above, and the Polk AAF Tower. Additionally, the FOD will notify transient aircrews (Airfield Operations will provide list daily or last workday prior to weekends/holidays).

1-19. FLIGHT FOLLOWING/ADVISORY SERVICE:

a. Responsibilities

(1) Warrior Control.

(a) Warrior Control's primary responsibility is to provide flight following services to all helicopter traffic operating to, from, and within the military reservation and helicopter training areas. As traffic permits, Warrior Control can provide flight following services to all VFR military air traffic within radio range.

(b) Warrior Control will transmit simultaneously on FM, UHF, and VHF frequencies.

(c) Warrior Control will maintain current range status of all ranges within R3803, R3804, and R3801, and issue advisories when appropriate. During rotations, Warrior Control will announce activation/deactivation of all ROZs. Warrior Control will also advise pilots of all active ROZs when initial contact is made. Since rotational units are not permitted to use overprinted maps, Warrior Control will not refer to numbered ranges or named training areas when passing information to crews during rotations.

(d) If an aircrew fails to report within 30 minutes of the last position report or within 30 minutes of ETA, Warrior Control will initiate overdue aircraft procedures as per paragraph 1-34.

(e) In the event a crew becomes disoriented, Warrior Control will notify other aircraft in the area. If radar is in service, Warrior Control will assist in

orienting the crew.

(f) When an aided aircraft departs a training area to return to Polk AAF, Warrior Control will inform the returning aircraft of all relevant traffic.

(g) Aircraft using night vision devices will precede aircraft tail number or call sign with the identifier “Goggle”. Rotational units will comply with this phraseology only when operating within the Polk AAF Class D airspace.

(h) During rotations, Warrior Control will notify the JACC whenever the PAR is not operational.

(2) Polk Tower.

(a) Provide flight following and advisories to aircraft operating within Polk AAF Class D airspace.

(b) When an aircraft departs the traffic pattern for a training area, coordinate with Warrior Control. Warrior Control will inform the aircraft of relevant traffic.

(3) Aviators:

(a) Should flight follow with Warrior Control within 30 NM of Polk AAF unless under the direct control of ATC. In lieu of flight following with Warrior Control, aviators flying outside of the JRTC AOI may flight follow IAW AR-95-1.

(b) During multiship operations one aircraft, at a minimum, will monitor Warrior Control. This crew is responsible for relaying pertinent information to all members of the flight.

(c) Aircrews will carry maps annotated with all known hazards.

(e) Notify Warrior Control when terminating flight.

(f) During JRTC rotations, all aircrews will review the current Special Instructions (SPINS) and Airspace Control Order (ACO) prior to flight in support of JRTC missions (See Annex F). Rotational aircrews will receive

this information through their operations section. The JACC will fax the SPINS and ACO to Polk AAF Base Operations and all tenant aviation units. No aircrew will fly in support of JRTC missions unless they have reviewed the current ACO or been briefed on its content. This information should be part of the aircrew's mission brief/briefback. NOTE: SPINS are usually published at the beginning of the rotation and remain valid throughout. The ACO is published daily.

(g) During JRTC rotations, when operating in R3803 and R3804, Warrior Control is the controlling agency. Helicopters will operate at 300 feet AGL and below. Polk Approach/Jackknife is the controlling agency for altitudes 500 feet AGL and above when CAS is on station (fixed wing aircraft). Fixed wing aircraft will operate above the coordinating altitude 500 feet AGL and above or as directed in the ACO. Helicopters planning extended operations above the coordinating altitude will notify Warrior Control. Warrior Control will coordinate with Jackknife. NOTE: Polk Approach, Warrior Control, and Jackknife are co-located at Polk AAF.

(h) During non-rotational periods, tenant unit aircrews will check the range schedule or consult with Range Control prior to conducting flight in Restricted Areas R3803 & R3804. 40.95 MHZ, 143.3 MHZ, 373.3 MHZ or phone 531-5445.

(i) Tenant units will contact Range Control prior to entering any active ("hot") range. Warrior Control is **NOT** a range clearance authority.

(j) All aircraft will monitor VHF Guard (121.5 MHZ) or UHF Guard (243.0 MHZ) at all times.

b. Pilot Procedures (Flight Following).

(1) If departing Polk AAF, notify Polk Tower of the intended departure route and training area.

(2) Upon initial contact with Warrior Control provide the following information:

(a) Number and type of aircraft.

(b) Number of persons on board.

(c) Location.

(d) Destination.

(e) Squawking pre-assigned transponder code.

(f) Route of flight (if not direct).

(g) Advise if carrying a Slingload.

(3) Mandatory calls include: departure, arrival, operations normal (IAW ATC established block times), frequency changes, and termination.

(4) Position reports may reference the published ACPs, training areas, or known points.

(5) All aircraft will squawk assigned Mode 3A code & Mode C (if equipped). During multiship operations, only one aircraft in each serial will squawk assigned code; other aircraft will set transponders to standby. The aircraft selected to squawk the assigned code will be equipped with Mode C if possible. All rotational aircraft performing multiship operations will squawk assigned Mode C codes when operating within R3803 and R3804, unless advised otherwise by Warrior Control or the JACC.

(6) Call signs used by rotational units when communicating with Warrior Control or other ATC elements will contain the aircraft serial number. On initial contact, use the last five numbers of the aircraft serial number (e.g., Army 12345). After initial contact, unless otherwise directed, use only the last three numbers of the serial number. Units may substitute the type of aircraft in lieu of the word “Army” (e.g., Blackhawk 123 or Apache 123). Other tactical or administrative call signs will not be used when communicating with Warrior Control (applies to rotational units only).

c. Lost Communication: Attempt to contact Warrior Control on another frequency. If unable, contact and flight follow with Polk Range Control 40.95 MHZ, 143.3 MHZ, or 373.3 MHZ. If communications cannot be restored with Warrior Control or Range Control, attempt to contact Polk Approach or Polk AAF Tower. If still unable to establish contact, land as soon as practicable. See paragraph 2-7 for PAAF and paragraph 1-19, E. for IMC.

1-20. SLINGLOAD OPERATIONS: Aircraft carrying slingloads will not overfly buildings, troop concentrations, or built up areas. Advise ATC on initial contact when carrying a slingload.

1-21. NOISE ABATEMENT: Aviators will participate in noise abatement and fly neighborly programs to minimize annoyance to persons on the ground when missions and safety are not adversely affected. For noise abatement purposes, aircraft will not operate below the prescribed off-post altitudes. Follow the procedures below if your unit receives a noise complaint:

a. Politely refer the caller to the noise complaint hotline at **531-1431**.

b. Do not promise to take any corrective action. Explain that you are not in a position to assist the caller but there is a dedicated agency to assist by calling the hotline number.

c. Do not give out any phone numbers other than the hotline number.

d. Above all, be courteous.

1-22. AIRCRAFT EXTERNAL LIGHTING (night operations):

a. In Polk AAF Class D airspace:

(1) Complete Lights out operations (navigation and anticollision lights out) are not permitted within the Polk AAF Class D airspace unless prior permission is granted by the airfield commander. Each aircraft (aided or unaided) shall display navigation lights “steady bright” and anticollision lights on. PAAF Tower may authorize partial/reduced lighting based on traffic density. During aided operations, aircraft may request navigation lights be placed in the “steady dim” position within the traffic pattern. Tower may also authorize aided aircraft to turn anticollision

lights off while in class D airspace.

(2) Airfield Run-up/Shutdown. Unless otherwise prohibited by the aircraft operator's manual, anti-collision lights and navigation/position lights (set to flash or steady bright as appropriate for aircraft type) will be on prior to engine start. During shutdown, position lights will remain on until rotors have stopped turning. Two-bladed helicopters (OH58A/C, UH1, and AHl) will set aircraft navigation/position lights to flash/steady bright whenever the rotor is untied. NOTE: OH58 anticollision light may be turned off prior to start and after shutdown if necessary to conserve battery power.

b. Outside Polk AAF Class D airspace:

(1) Aided aircraft will comply with FAA minimum lighting/flight and altitude requirements as stated in the current ***FAA Exemption No. 3946*** when conducting operations outside the restricted area.

(2) Aided aircraft operating within the Polk AAF AOI will notify Warrior Control when conducting minimal lighting operations.

(3) Unaided aircraft may turn anticollision lights off in the interest of safety, but will keep position lights set to steady bright. Pilots will inform Warrior control when operating with anticollision lights off. Warrior control will notify other aircraft operating in the same vicinity.

(4) Blackout and minimal lighting operations are authorized in the restricted areas when active. Commanders will ensure proper procedures are in place for deconfliction of organic aircraft.

NOTE: *JRTC O/C, ATSA, and MEDVAC aircraft operate unaided in the restricted area.*

1-23. MIXING OF AIDED AND UNAIDED TRAFFIC:

a. Outside of JRTC rotations: Aided aircraft and unaided aircraft will avoid mixing on the same route or in the same training area unless prior coordination between them has occurred. Both (or all) aircraft must operate on a common frequency. Priority is on a first come, first served basis. Units desiring to schedule a particular area should contact the PAAF operations officer PH 531-1893.

b. During JRTC rotations: Rotational aviation unit commanders are responsible for establishing procedural controls to separate unaided rotational aircraft from aided aircraft (procedures are subject to safety review by the senior aviation observer/controller and/or the JACC). The only non-rotational unaided aircraft allowed within the rotational brigade sector/airspace (other than MEDEVAC on real world missions) are aircraft supporting the JRTC observer/controllers. These aircraft will:

(1) Remain above the coordinating altitude while operating inside the rotational brigade sector/airspace, except during takeoffs and landings,

(2) Land to an inverted "Y" whenever landing at a rotational aviation unit assembly area/FARP NOTE: Aviation O/Cs are responsible for setting up the "Y'. Bean bag lights (or other electrical lighting devices) must be used; chemlites are not sufficient.

There must be an operational ATC advisory service in order for an unaided aircraft to land at an assembly area or FARP.

(3) Unless unsafe to do so, unaided aircraft will display anticollision lights on and position lights set to "steady bright". Landing light will be used unless unsafe to do so.

1-24. POLK AAF OPERATIONS:

a. Transient aircraft participating in JRTC operations shall contact Polk AAF Airfield Operations for PPR prior to landing. Crews conducting extended operations from Polk AAF or needing more detailed information should contact Airfield Operations or consult the Polk AAF SOP.

b. Transient aircrews will ensure their aircraft are properly secured and moored. Aircraft not scheduled for flight within the next four hours will be hangared or moored IAW TM 1-1500-250-23 and JRTC & Ft. Polk Reg 95-1. Additionally, aircrews remaining at Polk AAF overnight will provide a local address and phone number to Polk AAF Airfield Operations. This will enable aircrews to be notified of impending severe or extreme weather (should Hangaring or evacuation be necessary).

c. Transient aircrews are responsible for providing security for their aircraft.

Although access to Polk AAF is limited after duty hours, no other special security is provided. Transient personnel needing access should coordinate with Polk AAF Airfield Operations to obtain access.

1-25. POLK AAF OPERATING HOURS.

a. Airfield Operations: A dispatcher will be on duty in the operations building during the hours listed in table 1-6 below (subject to change without notice):

Table 1-6: Polk AAF Base Operations Hours

PERIOD	NON-ROTATIONAL PERIOD	ROTATIONAL PERIOD (D-1 to Endex
WEEKDAYS	0700-2200	Continuous
WEEKENDS/HOLIDAYS	Closed	Continuous

b. Aircraft Refueling is available continuously.

(1) Refueling of Fort Polk aircraft is performed by civilian contract, 24 hours a day, 365 days a year.

(2) Refueling of transient (non-rotational) aircraft is available with PPR (24-hour notice required). Rotational aircraft (including Quickfix and LRSD support aircraft) will not use PAAF refueling assets unless both the JACC **and** Airfield Commander have approved. SOA will furnish their own refueling assets and should coordinate with PAAF at the D-90 Conference for other requirements (bulk fuel issue, hangar/ramp space, etc.).

c. Control Tower: The Polk AAF control tower operates continuously.

d. Polk Approach: Polk Approach operates continuously.

e. Warrior Control: Warrior Control operates continuously.

f. Precision Approach Radar (ASR/PAR)

(1) Rotational period (D-1 to Endex). ASR/PAR available continuously.

(2) Non-rotational period: ASR/PAR available daily from 0800 - 2400. PAR approach can be available at other times **if** prior coordination is made with ATC (through the JACC).

g. Air Force Weather: A weather observer will be on duty continuously. A weather forecaster will be on duty during the hours listed below (subject to change without notice):

Table 1-7: PAAF Weather Forecaster's Hours of Operation

PERIOD	NON-ROTATIONAL Period	ROTATIONAL PERIOD (D-2 to Endex +1)
WEEKDAYS	0300-2100 CST 0400-2200 DST	Continuous
WEEKDAYS/HOLIDAYS	Closed	Continuous

h. Crash/Rescue Vehicles: Airfield crash/rescue will be on standby continuously.

1-26. FLIGHT PLANS.

a. Rotational Units see paragraph 3-1: (If departing PAAF see PARA b)

b. Departing Polk Army Airfield:

(1) IFR/VFR cross-country flight plans will be filed using DD Form 175. The PIC will file all flight plans in accordance with DOD FLIP, Army regulations, FAA regulations, and the procedures of this SOP. A DD Form 175-1 is required for all IFR and VFR cross-country flight plans (not required to be filed with Flight Plan if PAAF Weather Facility maintains copy). The PIC will file IFR/VFR cross-country flight plans in person with PAAF Base Operations.

(2) Local flight plans are defined as:

(a) Flights within the designated local flying area.

(b) Flights with a destination of Polk Army Airfield, and or Fort Polk Reservation/Tactical training areas.

(c) Flights where flight following can be maintained with Warrior Control, Polk Approach or PAAF TWR.

(d) Flights where an engine shutdown is not planned while away from the limits of Polk Army Airfield, Fort Polk Reservation/Tactical training areas with the exception of the ISB/AEX, LA24, and DRI.

(3) Filing of Local Flight Plan: The PIC may file local flight plans (FPOP 33) with Base Operations or with unit operations. Unit operations must telephonically transmit flight plans to Base Operations, providing that unit has a flight dispatch/planning area as prescribed in FM 1-300, and approved by Polk Army Airfield. Flight plans will be canceled one hour after ETD if aircraft has not departed. Local flight plans will contain, as a minimum, the following items in order to augment and expedite search and rescue operations.

(a) Route of flight section will contain enough information to clearly define the proposed route of flight.

(b) ETE block will reflect the TOTAL time enroute, to include flight time and estimated ground time at enroute stops.

(c) The REMARKS section will contain local weather, refueling point when the ETE exceeds the estimated fuel on board, ground time/location if known, and pertinent range information.

(e) All other open blocks on FPOP 33 will be filled IAW DOD FLIP.

(f) A crew/passenger manifest attached or an annotation including the unit names where the manifest is on file.

c. Maintenance Test Flights (from PAAF): MTPs may transmit maintenance test flight plans to Base Operations telephonically or via radio providing pertinent flight planning information has been obtained. Local NOTAM information may be obtained from Base Operations when filing. Maintenance test flights may be filed with Polk Tower (Tower Local) when Base Operations is closed. At a minimum, MTPs will provide unit, crewmembers names, test area and duration. (Rotational units also see para 3-5.)

d. AMENDMENTS: Amendments to flight plans may be made to Polk Base Operations by radio on frequencies 36.05 MHZ or telephonically at (318) 531-4831/7328.

Formation flights filed on one flight plan will depart as a flight and should return as a flight.

e. FILING FLIGHT PLANS AFTER DUTY HOURS: When Base Operations is closed, PIC may file with Fight Service Station (FSS) (1-800-WX-BRIEF) using a FAA Form 7233-1. When PAAF Weather Facility is closed PIC will obtain a weather brief IAW AR 95-1. PAAF Tower will open and close flight plans with FSS if requested. **When filing with FSS, it is the PIC's responsibility to ensure flight pans are opened and closed.**

1-27. TRAFFIC PATTERNS:

a. Rotary Wing.

(1) Day or Night Unaided – West traffic 1000 feet MSL.

(2) Night Aided – East traffic 600 feet MSL. Airspeed IAW aircraft ATM. Maximum of 3 aircraft in the pattern at one time. West traffic should not be used by aided aircraft due to the high concentration of lights in the cantonment area.

b. Fixed Wing – West traffic 1800 feet MSL.

NOTE: Lights at vehicle wash facility vicinity VQ827326 may be turned off by pilot controlled lighting, ground frequency 121.8.

c. Mixing of aided and unaided traffic in the same pattern is not authorized! East and West traffic are considered separate traffic patterns.

1-28. AIRCRAFT PARKING: All aircraft will park on designated pads (see parking diagram in Annex B-2). Transient aircrews will contact Polk AAF Tower for parking instructions. Transient aircraft will not park on pads reserved for tenant units. Additionally, do not park on pad one of all rows unless instructed to do so by tower; insufficient clearance exists between this pad and the parallel taxiway which inhibits movement of C-130 aircraft.

NOTE: Rows are lettered A through H from north to south and pads are numbered 1 through 10 from West (runway side) to East. Aircraft not scheduled for flight within the next four hours will be moored IAW TM 1-1500-250-23 and JRTC & Ft. Polk Reg 95-1.

1-29. ARMED AIRCRAFT RECOVERY AT POLK AAF: In the event an emergency condition occurs on board an armed aircraft, which necessitates landing at Polk AAF, the following procedures will be followed.

a. Pilot of aircraft experiencing difficulty will:

(1) If possible jettison ordnance (if armed) into a range impact area noting grid coordinates. Coordinate with range control for active range location.

(2) Advise Polk AAF Tower of the nature of the emergency, type and quantity of munitions on board, and that armament switches are off and cold.

(3) Terminate landing at Polk AAF on the southern 1/3 of Runway 15 with the aircraft heading at termination between 135 degrees and 150 degrees. If practical, aircraft will taxi clear of the runway, after receiving clearance from Polk AAF Tower, to the compass rose. Once on the compass rose the pilot will turn the aircraft to a heading of from 130 to 150 degrees and complete a shutdown IAW the operators manual.

b. Polk AAF Tower Personnel will:

(1) Activate the primary crash alarm system and advise the crash rescue crew of the quantity and type munitions on board. Also advise crash rescue, dependent on what type of aircraft malfunctions, what type of landing is to be expected (normal, run-on, power-off, etc.).

(2) Clear the aircraft to land on Runway 15, instructing the pilot to make a straight-in approach so as to avoid over flying the main post complex.

(3) Close the airfield to all other traffic and keep closed until advised to reopen by the Airfield Operations Officer.

(4) Instruct all taxiing aircraft to return to parking, and instruct any aircraft in the pattern to depart the immediate area of the airfield.

c. Polk AAF Operations personnel will:

(1) Notify EOD personnel and request assistance as necessary, telephone number 531-4623.

(2) Notify owning units operations officer and/or other responsible individuals.

(3) Request a special weather observation from the USAF Weather Flight.

(4) Advise the Polk AAF Tower to reopen the airfield after aircraft de-arming and removal from runway has been accomplished.

d. Owning unit will:

(1) Accomplish de-arming (with assistance from EOD personnel as appropriate) as per established unit procedures.

(2) Remove aircraft from runway (if no damage occurred).

(3) Inform Polk AAF Operations Officer that d(1) and d(2) above have been accomplished.

(4) Ensure Airfield Safety Officer receives copy of AAAR.

1-30. VEHICLE MOVEMENT ON POLK AAF: No vehicle will drive on an aircraft parking ramp, taxiway, or runway without specific approval from Airfield Operations. Units needing to operate vehicles on the parking ramp, taxiway or runway must have their drivers checked out and certified to do so by Airfield Operations.

1-31. TERRAIN FLIGHT HAZARDS: A master terrain flight hazards map is maintained in Polk AAF Airfield Operations depicting all known terrain flight hazards within the Fort Polk terrain flight areas. Report new hazards directly to Polk AAF Airfield Operations or the IASO.

1-32. MANDATORY AVIATION SAFETY BRIEFING: The Installation Aviation Safety Officer (IASO), or his designated representative, will brief all aviation units visiting Ft. Polk prior to commencement of aviation operations.

1-33. OPERATIONAL HAZARD REPORTS (OHRs): Use of Operational

Hazard Reports (DA Form 2696) to correct unsafe conditions is encouraged. OHRs are available from unit safety officers or from airfield operations.
OHRs will be processed IAW AR 385-95. Information copies of all OHRs will be forwarded to the IASO.

1-34. OVERDUE AIRCRAFT:

a. If an aircraft fails to report within 30 minutes of the last position report, or within 30 minutes of ETA, Warrior Control will notify Polk Tower that there is an overdue aircraft.

b. Polk AAF Tower will initiate a communications search. If unable to contact the aircraft, Polk AAF Tower will notify Polk AAF Airfield Operations (during duty hours) or the aviation unit operations/duty officer (after normal duty hours). The JACC will be notified if the overdue aircraft belongs to a rotational aircraft.

c. Units will handle overdue aircraft in accordance with unit SOP.

1-35. PRE-ACCIDENT PLAN: The Fort Polk Pre-Accident Plan (JRTC & Ft. Polk Reg 95-2) will be prominently posted in the operational area of all concerned agencies to include the unit operations section of each visiting aviation unit. The JACC will issue one Fort Polk Pre-Accident Plan to each battalion-sized aviation task force participating in a JRTC rotation.

1-36. PRIMARY CRASH ALARM SYSTEM (PCAS): Anyone observing an aircraft mishap requiring activation of the PCAS should notify Warrior Control, Polk Tower, Range Control, the JACC or an aviation O/C immediately. Information passed should include:

a. Location.

b. Type and identification of aircraft (if known).

c. Description of damage.

d. Number and severity of injuries (if known).

e. Indications of fire.

f. Accessibility of aircraft mishap location to ground vehicles.

g. Reported by: Name, rank, organization, location and aircraft call sign, or call back telephone number. Once the PCAS is activated, responding agencies will continue to the scene and will not be canceled by any agency prior to reaching the scene.

1-37. AIRCRAFT MISHAP PROCEDURES:

a. All aircraft mishaps occurring at Fort Polk will be reported to the IASO, Polk AAF ASO and appropriate commanders as soon as possible if injuries or damage is involved. If no damage or injuries result, notification must be made within eight duty hours. Unit ASOs will submit required reports IAW AR 385-40. Coordination will be made with the IASO prior to submitting reports. The IASO will render any assistance necessary in preparing and transmitting Abbreviated Aircraft Accident Reports (AAAR-DA Form 2397AB) and other reports as necessary.

b. In the event of a precautionary landing not resulting in damage or injuries, the aircraft shall not take off until released by qualified maintenance personnel. This requirement does not apply to precautionary landings due to adverse weather conditions. During JRTC rotations, the JACC will notify the IASO (or his designated representative) of all off-post precautionary landings, regardless of the cause.

c. In the event of a mishap occurring during JRTC rotations while the JACC has control of the airspace, the JACC will terminate or modify air operations as necessary. The JACC will notify the IASO (or his designated representative), who will then proceed to the scene. The IASO will notify Polk AAF Weather Flight of the mishap and request the appropriate weather report IAW DA PAM 385-40, paragraph 4-7c(11).

d. A one-kilometer ROZ will be established over the scene (Class A or B) from the surface to 1000 feet AGL. The size and duration of the ROZ will be at the discretion of the IASO or his representative.

e. All aircraft accidents will be investigated IAW AR 385-40. The US Army Safety Center will likely investigate all Class A and selected Class B mishaps.

Rotational units are responsible for establishing the accident investigation boards for Class B mishaps not investigated by the Safety Center, and all Class C and lesser mishaps.

f. All personnel will avoid speculating on the possible cause of the mishap. Do not release information unless there is a need to know.

Refer any press inquiries to the Public Affairs Officer. Do not discuss over non-secure radio, to include OCCS (those with scanners can monitor). Do not notify the next-of-kin of personnel involved in a mishap (even if there are no injuries); this is a chain-of-command function!

1-38. UNDERWIRE FLIGHT: Underwire flight is prohibited with the exception of the Underwire trainer located at Polk AAF (Range 1). OH58 and UH1 aircraft will use this trainer only. Contact Polk AAF Tower for coordination.

1-39. LASER OPERATIONS: Range laser operations for rotational and nonrotational units will be approved on a case-by-case basis IAW the Ft. Polk Range SOP. Aircraft laser operations for rotational units conducting force-on-force training (to include laser pointing devices) must be accomplished with an approved eye safe filter device.

1-40. MEDEVAC REQUEST PROCEDURES:

a. The U.S. Army Air Ambulance Detachment (USAAAD), located at Polk AAF is tasked with providing all MEDEVAC support for JRTC & FT Polk, IAW AR 40-2.

b. Request MEDEVAC through RANGE CONTROL (40.95 MHZ or 531-5532/5534/5445). If Range Control can not be reached, contact the US Army Air Ambulance Detachment directly on 42.50 MHZ, Group 2-system 2 OCCS Radio (call sign “Dustoff Operations”) or 531-4803/7928. All MEDEVAC request must be under the supervision of medical OC’s. Utilize 9-line format:

LINE 1: Location of PZ

LINE 2: Call sign/radio frequency of requesting element

LINE 3: Number of patients by precedence

Urgent (needs evacuation within 2 hours)
Urgent-Surgical (needs surgery within 2 hours)
Priority (needs evacuation within 4 hours)
Routine (needs evacuation, but not urgent or priority)
Convenience

LINE 4: Special equipment required (hoist, penetrator, Stokes litter, Ventilator. etc.)

LINE 5: Patients by type (litter or ambulatory)

LINE 6: PZ security

LINE 7: Method of marking PZ (panel, smoke, etc.)

LINE 8: Patient's nationality and status
US Military
US Civilian
Foreign Military
Foreign Civilian
EPWs

LINE 9: NBC Contamination

c. AIRSPACE: MEDEVAC aircraft have priority for airspace use during emergency missions. Warrior Control will establish a one kilometer ROZ from surface to 1000 feet AGL over the patient pick up site and require other aircraft to vacate the ROZ or land immediately and remain on the ground with lights on bright.

d. CASUALTIES: All real world casualties requiring air evacuation will be transported to Baynes Jones Army Community Hospital (BJACH). BJACH will be responsible for coordinating patient transfers to civilian hospitals where more definitive care can be administered. **Rotational MEDEVAC units may transport real world casualties only when there is the possibility of loss of life, limb or eyesight and the Ft. Polk MEDEVAC is not reasonably available**. When ground ambulance transport is not reasonably available, rotational units may transport non-critical patients to a level 3 medical facility within (or near) the maneuver box. Any aircraft responding to a call for MEDEVAC or transporting real world casualties at night will be fully lit and use the call sign "EVAC and

aircraft number".

1-33

CHAPTER 2
NON-ROTATIONAL UNITS

2-1. TACTICAL FLIGHT PLANS:

a. Aircraft operating on field training exercises, when the aviation unit flight operations is not deployed, may file with the supported unit provided that unit has been properly briefed on opening & closing of flight plans and overdue aircraft notification procedures. The unit should also be familiar with procedures for obtaining aviation weather. If the supported unit cannot meet the aviator's requirements, aircrews may file, open, and close flight plans with Polk AAF Airfield Operations by telephone or radio on the appropriate frequency.

b. When aircraft are used during field training exercises with unit operations deployed, the PC must close the initial flight plan with Polk AAF Airfield Operations. The aviator may then activate the tactical portion of his flight plan with his unit operations to include filing, opening, and closing of flight plans for the remainder of the FTX.

2-2. WEATHER SERVICE:

a. To obtain weather data or give a PIREP while airborne, pilots should contact the Fort Polk Weather Station via pilot-to-metro (PMSV) on frequencies VHF 135.0 MHZ, UHF 342.5 MHZ, or FM 40.35 MHZ. If out of radio range, contact the nearest FSS or Flight Watch.

2-3. RANGE CONTROL/CLEARANCE PROCEDURES: Non-rotational aircraft requiring entry into active ("hot") range areas must contact Range Control for prior approval. Airspace affected by live fires or paradrops will be published in the Airspace Control Order (ACO) as Restricted Operating Zones (ROZ) during JRTC rotations.

2-4. HELICOPTER TRAINING AREAS (HTA)

a. HTAs are depicted on the Fort Polk Military Installation Map Located in

PAAF Base Operations. All terrain flight modes are permitted in the off-post HTAs. HTAs have been surveyed for wires and obstacles (see Annex J for grid coordinates of hazards).

Coordination to reserve an HTA will be through PAAF Base Operations; otherwise it will be on a first come first serve basis. Mixing aided and Unaided Aircraft in an HTA is not authorized! During night operations, there will be No more than three aircraft per each HTA. Commander's with a reserved HTA can authorize more aircraft, if all aircraft are under operational control of a single Air Mission Commander. HTA 1 & 3 may be closed during JRTC rotations. In addition to flight following with Warrior Control, **aircraft operating in an HTA shall use FM 30.525 MHZ single channel non-secure as a common advisory frequency**. Aircraft should self-announce arrival, operations in, and departure from the HTA. Aircraft will maintain 500' slant range from buildings and livestock. Pilots may plan their own NOE routes within the HTAs.

b. **HTA 1 (Kisatchie):** That portion of the Kisatchie National Forest adjacent to the southern boundary of the FT Polk Military Reservation and north of Hwy 10. Aircraft departing PAAF for HTA 1 or operating in that portion of HTA 1 that lies within the Class D airspace will flight follow with Warrior Control 600 MSL and below. Helicopter landing sites are located at:

LZ Mav	WQ014339
LZ Bob White	VQ964287
LZ Dry Lake	VQ953299
LZ Rick	VQ878274

Note: Helicopters will not land on or operate within LZ Mav or LZ Rick when these areas are being mowed.

c. **HTA 2:** The HTA includes the area bounded by the following grid coordinates: VQ540310 - VQ610310 - VQ610600 - VQ540600 - VQ540310 (Inside the points). Landing is not authorized. There are three NOE routes established in HTA 2, aircraft may elect to use these routes or fly their own routes. Routes are depicted on the Master Hazard Map in Base Operations.

d. **HTA 3 (Horse's Head):** Terrain flight is authorized, to include landing at all suitable HLZS. Do not land on private property depicted on the Fort Polk

Special Overprint map within the Horse's Head area.

e. **HTA 4:** TBA

f. **HTA 5:** TBA

2-5. MAINTENANCE TEST FLIGHT AREAS: Three MTFAs are available for use by non-rotational units. Aircraft will flight follow with Polk Approach/Warrior Control and make advisory calls on Freq 30.525.

a. **MTFA ALPHA:** Polk AAF traffic pattern, west traffic, at 1000 feet MSL.

b. **MTFA BRAVO:** A box from the intersection of LA Highway 10 and Highway 467 (VQ791329) West to US Highway 171 (VQ743329); South along Highway 171 to Rosepine, LA (VQ732207) to VQ791207, then back to VQ791329. Flight in this area will be flown at altitudes from 1000 feet MSL to 10,000 feet MSL.

c. **MTFA CHARLIE:** A box from LA Highway 8 West to LA Highway 464: South to the town of Knight; East along the 20 East/West grid line to the town of Rosepine and North along US 171 to LA Highway 8. The towns of Knight, Rosepine, and Leesville will not be overflown. The area will be subdivided by the Cooper Church Road extending West to LA Highway 464. The northern half will be designated Test Flight Area Charlie One and the southern half will be Test Flight Area Charlie Two. Flight in this area will be flown at altitudes from 1000 feet MSL to 10,000 feet MSL.

2-6. LOST COMMUNICATIONS:

a. See paragraph 1-19, E (IMC), 1-20, C. (VFR)

b. If returning to Polk AAF, enter the traffic pattern and flash the landing/search light. Polk AAF Tower will respond with light gun signals.

2-7. DISORIENTATION: Disoriented aircraft should climb to a safe altitude and notify Warrior Control. Warrior Control will fix position.

2-8. REFUELING/FARP OPERATIONS:

a. Conduct refueling operations IAW FM 10-67-1 and unit SOP.

b. Report spills immediately to the Unit Environmental Compliance Officer. Waste POL products will not be poured on the ground.

c. Hot Refuel is operated by 4/2 Cav and is limited to tenant aircraft unless prior coordination has been made directly with 4/2 Cav (contact 3/5 Platoon 6254). **Do not request Hot Refuel with base operations.** Hours of operation are set by 4/2 Cav. Aircraft desiring Hot Refuel may request operational status from Polk Tower. Operations will be conducted IAW FM 10-67-1, 4/2 Cav SOP, PAAF SOP (when updated).

CHAPTER 3
ROTATIONAL UNITS

3-1. FLIGHT PLANS:

a. JRTC rotational units will file flight plans or maintain operations logs IAW unit SOPs and applicable Army Regulations. Additionally, aircraft must flight follow and maintain contact with Warrior Control while operating in the JRTC Area of Interest. During multiship operations, at least one aircraft in each serial will maintain radio contact with Warrior Control and is responsible for relaying pertinent information to others in the serial.

b. Aircraft departing the JRTC maneuver area enroute to landing sites on the Fort Polk cantonment area must terminate flight plans with Warrior Control.

c. Aircraft terminating flights at Alexandria International Airport (AEX) should close flight plans with Warrior Control prior to landing. If unable, contact DeRidder FSS. **If still unable, notify Warrior Control DSN: 863-7982, Comm (318) 531-7982.**

3-2. FLIGHT PUBLICATIONS AND MAPS: Deploying units are responsible for bringing their own maps and flight publications. The unit should plan for publications expiring during the rotation and should take appropriate action. Polk AAF cannot provide support.

3-3. ROUTES/AREA CONTROL POINTS (ACP) :

a. Rotational aircraft are provided ACPs that can be used for planning routes during JRTC rotations. Routes can be planned between any ACP. Position reports can be given to Warrior Control using these ACPs.

b. All flight routes outside of the Brigade Task Force sector must be approved by the appropriate airspace management element. Requests for approval of routes or other airspace control measures will be forwarded from Brigade to Division G3 (ATTN: A2C2 element). Units will normally be restricted to routes published in the ACOs.

c. Rotational units will comply with airspace and routing restrictions contained in the Airspace Control Order, Air Tasking Order, and other JRTC documents such as Operations Orders.

3-4. RESTRICTED OPERATIONS ZONES (ROZ): Aircraft that violate ROZ or other airspace control measures, to include flying outside of approved airspace/routing or assigned sector, will be assessed by O/Cs IAW the EXROE. Flagrant, intentional, or repeated violations may be investigated IAW AR 15-6.

3-5. MAINTENANCE TEST FLIGHT AREAS: Five MTFAs are available for use by rotational units. MTFAs A through D are coordinated through the O/Cs to the JACC for final approval. When MTFA E is used, coordination with Polk Approach and Alexandria tower is required. Air to air Advisory Freq 30.525.

a. **MTFA ALPHA:** See paragraph 2-6a.

b. **MTFA BRAVO:** See paragraph 2-6b.

c. **MTFA CHARLIE:** See paragraph 2-6c.

d. **MTFA DELTA (Peason Ridge):** From VQ776765 North along Saddle Branch Road to intersection with highway 117 (VQ816839); South along highway 117 to bridge vicinity VQ838765; East to VQ776765. Maintain 1000 feet MSL or higher, weather permitting.

e. **MTFA ECHO (Alexandria International Airport):** From WQ323875 along the road to WQ408793; to WQ382775; follow Ricolette Bayou to WQ357795; to WQ300854; to WQ323875. Maintain 1400 feet MSL or higher, weather permitting. NOTE: Final approach course to Alexandria is parallel to the southwest boundary of the MTFA. Expect heavy jet traffic.

3-6. UNMANNED AERIAL VEHICLES (UAV):

a. Units desiring to conduct UAV operations at JRTC must coordinate with the JACC and Chief, ATC NLT the D-90 Conference.

b. The following limitations are placed on UAV operations:

(1) UAV must be equipped with transponder modes 3A & C.

(2) **Operations outside of restricted areas R3803 & R3804 require a chase aircraft, which must be supplied by the rotational unit.**

(3) UAV must be lit for night operations.

(4) Two-way communications between the UAV launch team, operator, and Polk Approach must be maintained.

(5) All UAV flights are published in the Airspace Control Order (ACO) and Air Tasking order (ATO).

3-7. AIR-TO-AIR MANEUVERS/COMBAT: Aircrews shall not engage in air-to-air combat maneuvers. Pilots-in-command of rotational and OPFOR aircraft are jointly responsible for maintaining a minimum of one KM separation between BLUEFOR and OPFOR aircraft. For safety reasons, O/Cs may subjectively assess ("shoot down") BLUEFOR or OPFOR aircraft violating this restriction, or order either to break contact with the other.

3-8. PYROTECHNICS USE: Units can expect extensive use of pyrotechnics in the maneuver area. Pyrotechnics are not permitted to be fired directly at aircraft. Aircrews encountering this problem should report immediately to the nearest O/C or Warrior Control. Pyrotechnics shall not be fired from Army aircraft.

3-9. REFUELING/FARP OPERATIONS.

a. Conduct refueling operations IAW FM 10-67-1.

b. Report spills immediately to the nearest observer/controller.

c. Waste POL products shall be disposed of IAW the JRTC Logistics Information Packet. Waste POL products will not be poured onto the ground.

d. Rotational units should be prepared to refuel O/C aircraft (OH58C) at all established FARPS.

e. PAAF Hot Refuel is off limits to rotational units!

3-10. SEATS OUT OPERATIONS: It is the responsibility of the supported unit ground commander to obtain a seats out waiver IAW AR 95-1, paragraph 8-11,

FORSCOM SUP 95-1, page 7. The JRTC personnel are covered for those instances that a waiver is obtained by the supported unit. The aviation unit is required to have that waiver in hand for the flight.

3-11. ORIENTATION FLIGHTS:

a. The orientation flights are to be administratively controlled.

b. A tactical reconnaissance of LZs with assets (aircraft, scouts, LRSD, and pathfinders) subject to EXROE must be conducted prior to the administrative orientation.

c. The orientation flight routes and LZs will coincide with the planned routes and LZs for the Air Assault that have already been reconnoitered.

d. Player units will coordinate all orientation flights with the Senior Aviation Observer/Controller. Aviation O/C will accompany or follow each flight.

e. No ground maneuver commanders or ground personnel are allowed on any of the aircraft while conducting orientation flights. Only flight leads of the air assault are authorized to participate in the orientation.

f. No aircraft videotapes, VCR cameras or still pictures are authorized.

g. Aircrews will flight follow with Warrior Control and be monitored on radar.

h. Player unit aircraft conducting the orientation flight will fly with its landing light on.

3-12. FLIGHTS INTO THE MANEUVER AREA PRIOR TO D-4:
All flights into the maneuver area by rotational units prior to D-4 must be coordinated with and approved by the JRTC Plans/EMC Aviation Section.

3-13. SPECIAL OPERATIONS AVIATION (SOA):

a. FLIGHT PLANS. See paragraphs 1-27.

b. WEATHER:

(1) SOA will obtain operational weather from weather personnel at PAAF Base Operations prior to flight. SOA is highly encouraged to use player unit SWOs for weather observations and interpretations but the forecast used for all SOA operational missions is the Polk AAF weather personnel forecast.

(2) Severe/Extreme Weather Plan.

(a) See paragraph 1-15

(b) SOA should bring blade folding kits, aircraft mooring chains, and ground handling wheels (for MH6/AH6) when deploying to JRTC.

c. FLIGHT FOLLOWING:

(1) Remote locations: If on a VFR cross-country flight plan, SOA will make position reports IAW AR 95-1.

(2) From Polk AAF or SOF Pads:

(a) Departures that do not penetrate the maneuver airspace, (triangle formed by R3803, R3804 and AEX), will flight follow with Polk Approach Control. Initial contact with Polk Tower is required before departing the SOF pads.

(b) Departing SOA aircraft that penetrate maneuver airspace will flight follow with Warrior Control after initial contact with Polk AAF Tower.

(c) SOA aircraft inbound to Polk AAF or the SOF pads from outstations will contact Polk Approach Control approximately 30 NM out.

(d) Transponders will be in the normal on position while within 30 nautical miles of Polk AAF.

d. NON-STANDARD ROUTES AND ENTRY POINTS: SOA may plan any routes and entry points provided prior approval is obtained from the JACC. SOA will forward Time-Distance-Heading (TDH) Cards, Time Sequence Cards, and

Execution Checklists to the JACC (through JSOTF/JSOACC) not later than 12 hours prior to take-off time. Any deviations (route changes or delays) during flight will be coordinated with the JACC. To expedite route approval, checkpoint coordinates within maneuver airspace will be annotated in UTM. Pre-planned routes (such as "spider" routes) may be pre-coordinated with the JACC to reduce the time required for JACC route approval. All TDH cards will be clearly annotated with the mission designator IAW Joint Pub 3-05.3, Appendix H.

e. SEATS OUT OPERATIONS: See paragraph 3-10. Ground O/Cs should use the same form of alternate restraint (Swiss seat and snap link) as the rotational unit. Due to the flight time and distances involved, SOA O/Cs will remain in standard aircraft seating if possible. During seats out operations with doors open, the minimum restraint is a strap across the open door.

f. SOF HELIPAD PROCEDURES: **(Also see Annex E).**

(1) Location and Communications: The pads lie inside the Polk AAF Class D airspace. All communications normally associated with operations inside Class D airspace apply to use of the SOF pads. See diagram on page 3-8.

(2) Restrictions: Aircraft larger than UH/MH60s are restricted to pads 1, 2, 4, & 7 due to the proximity of buildings to the other pads. Gates at the intersections of 3rd & H Avenue and 7th & H Avenue will be closed during operations of aircraft larger than UH/MH-60s.

(3) Approach/Departure: All approaches/departures will be from pad #4 or the Center SOD North or South of pad #4.

(4) Lighting: Night unaided aircraft are required to have landing light on during the approach or landing site must be marked by bean bag lights or other similar lighting.

(5) Hazards: All roads surrounding the helipads have poles and wires. All perimeter wires are marked with orange balls.

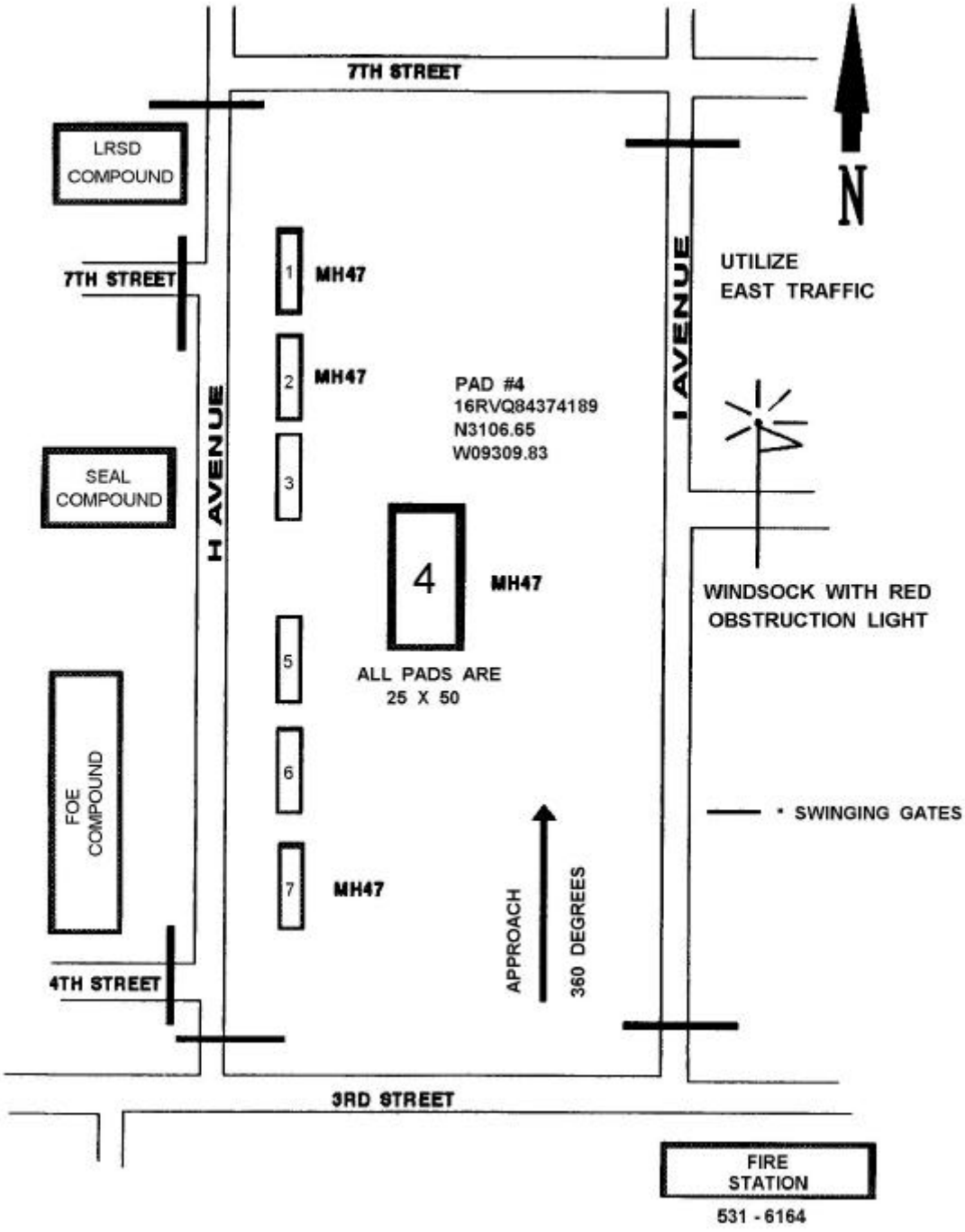
(6) Refueling: Aircraft are authorized to refuel (cold refuel only) on the SOF pads if all operational and safety requirements are met IAW FM 10-67-1. Using unit must inform O/Cs of any fuel spillage.

(7) Aircraft weapons systems will not be loaded or armed on the SOF pads.

(8) During JRTC SOF rotations (normally D-7 to D+5) these pads are reserved for SOF use only, all others must receive PPR from JACC (531-9583) prior to use. Outside of SOF rotation use is authorized as long as limitations prescribed in this paragraph are followed.

(9) Violation of procedures: Failure to comply with these helipad procedures during rotations is considered an EXROE violation. Intentional violations will be reported to the Installation Aviation Officer and/or the Installation Aviation Safety Officer.

3-7
SOF HELIPADS
(NOT TO SCALE)



ANNEX A

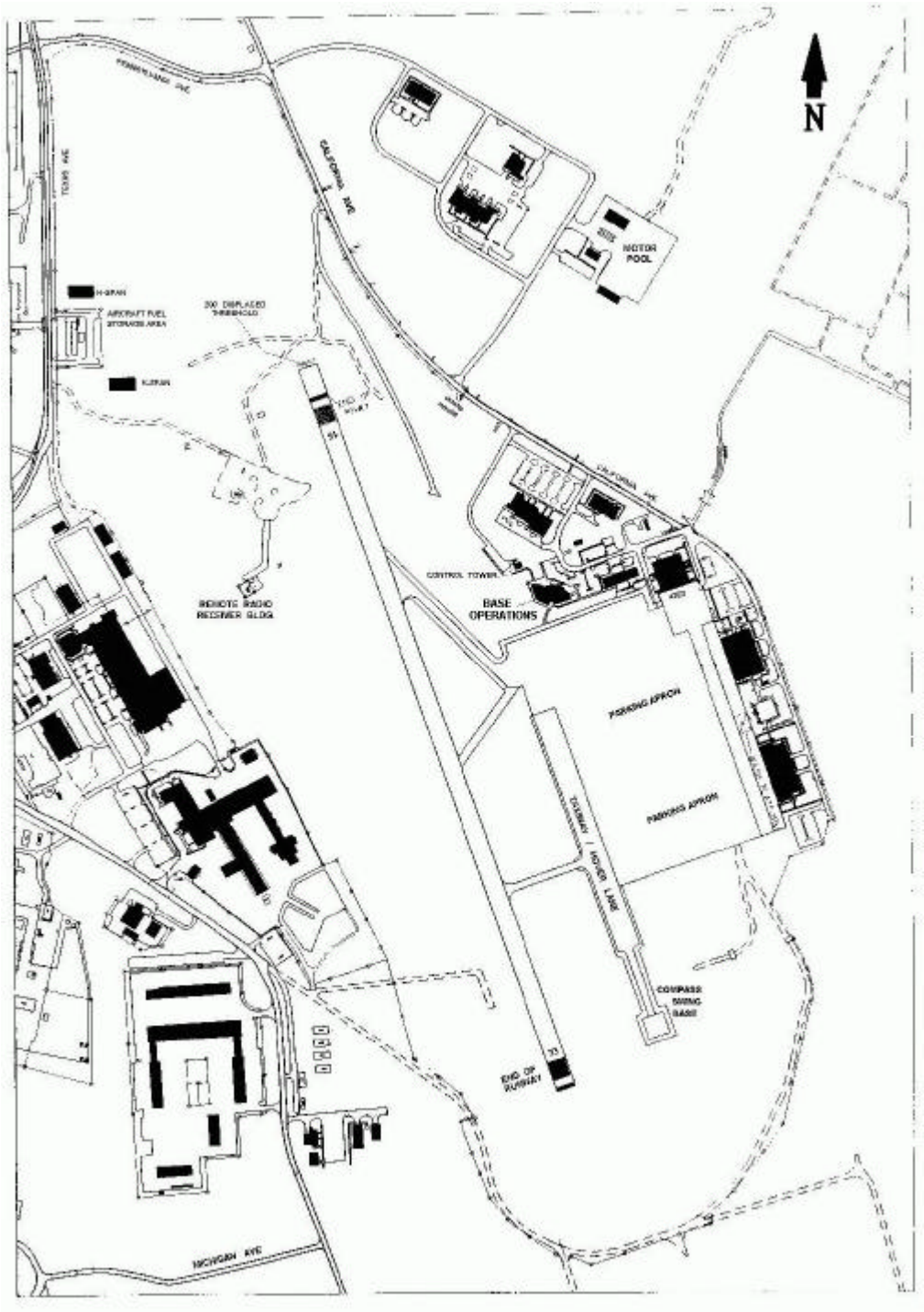
REFERENCES

1. AR 95-1, FLIGHT REGULATIONS.
2. AR 95-2, AIR TRAFFIC CONTROL, AIRSPACE, AIRFIELDS, FLIGHT ACTIVITIES, AND NAVIGATIONAL AIDS.
3. AR 385-40, AIRCRAFT ACCIDENT REPORTING AND RECORDS.
4. JRTC & FORT POLK REG 95-1, FLIGHT REGULATIONS.
5. JRTC & FORT POLK REG 95-2, AVIATION PRE-ACCIDENT PLAN
6. JRTC & FORT POLK REG 115-1, Weather support to Joint Readiness Training Center and Fort Polk.
7. POLK ARMY AIRFIELD STANDARD OPERATING PROCEDURES.
8. JOINT AIRSPACE CONTROL CENTER (JACC) PROCEDURES MANUAL.
9. JRTC LOGISTICS INFORMATION PACKET.
10. DOD FLIP.
11. TM 1-1500-250-23, GENERAL TIE-DOWN AND MOORING OF ARMY HELICOPTERS.
12. MAPS: 1:250,000 JOINT OPERATIONAL GRAPHIC, SERIES 1501 (AIR), NH 15-2 (edition 6, APR 89), NH 15-5 (edition 7, APR 89).

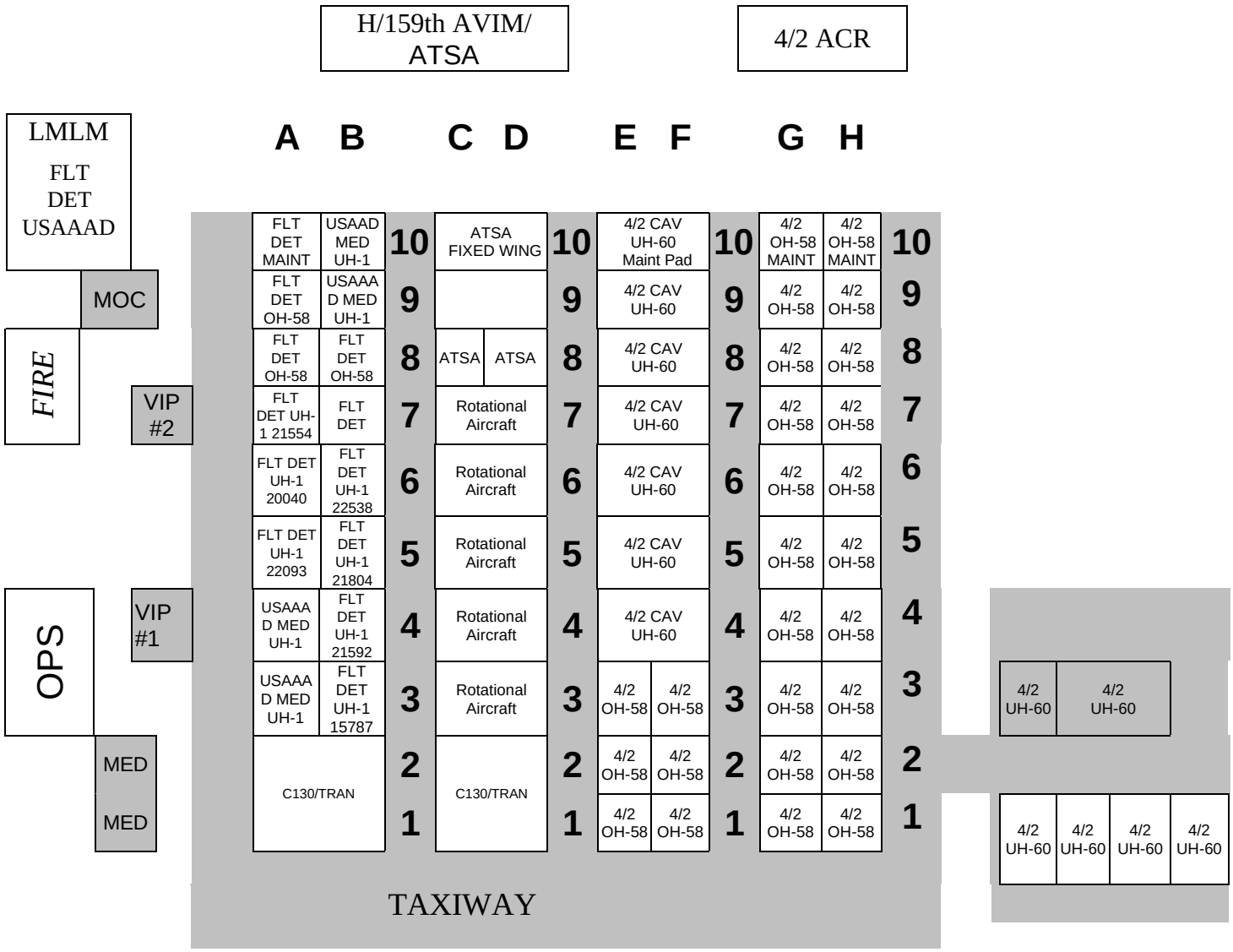
1:50,000 SERIES V785 SHEETS; 7345 I, IV
7346 I, II, III, IV
7347 II, III
7445 I, IV
7446 I, II, III, IV
7447 II, III

ANNEX B

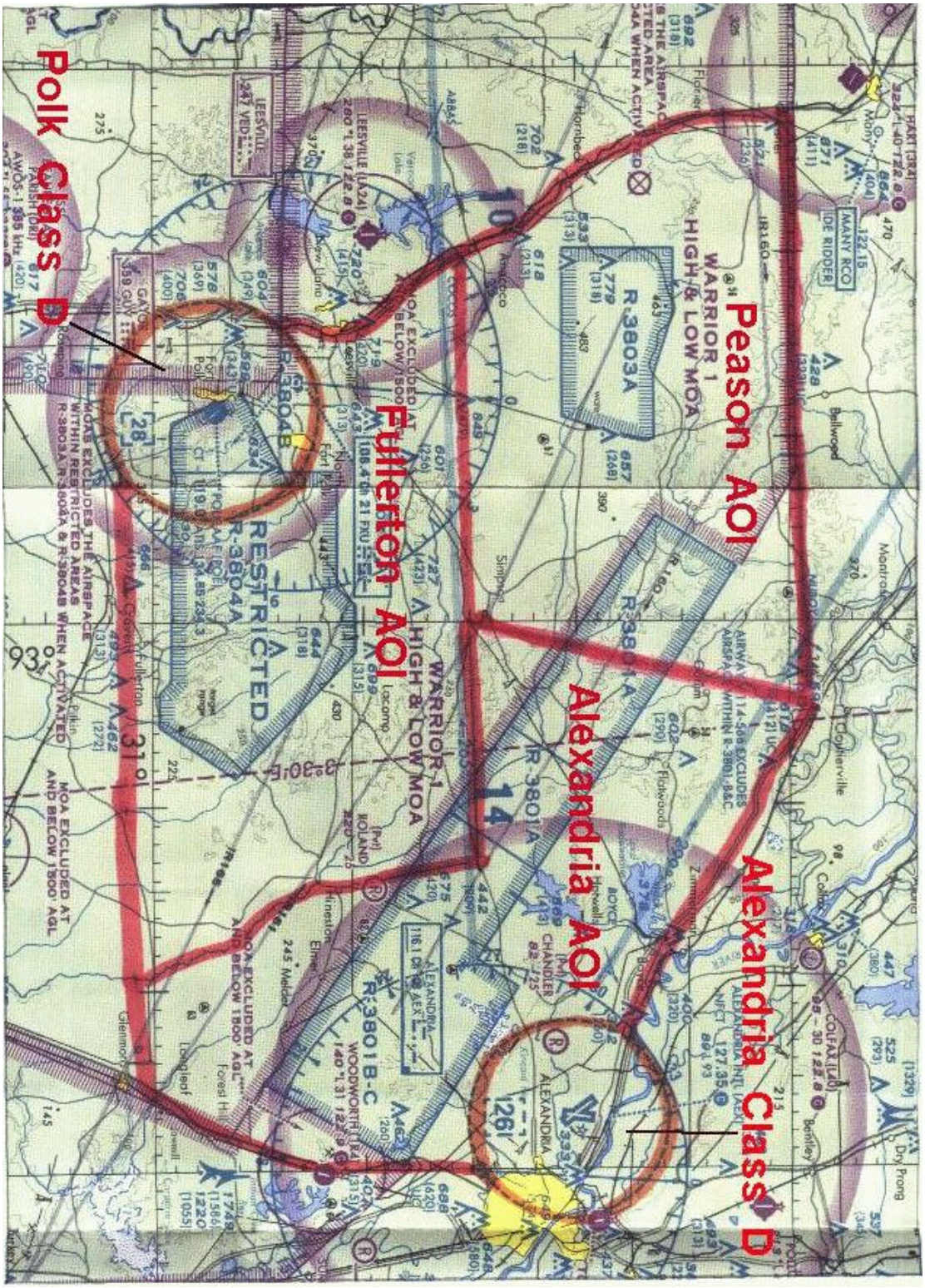
AIRFIELD DIAGRAM



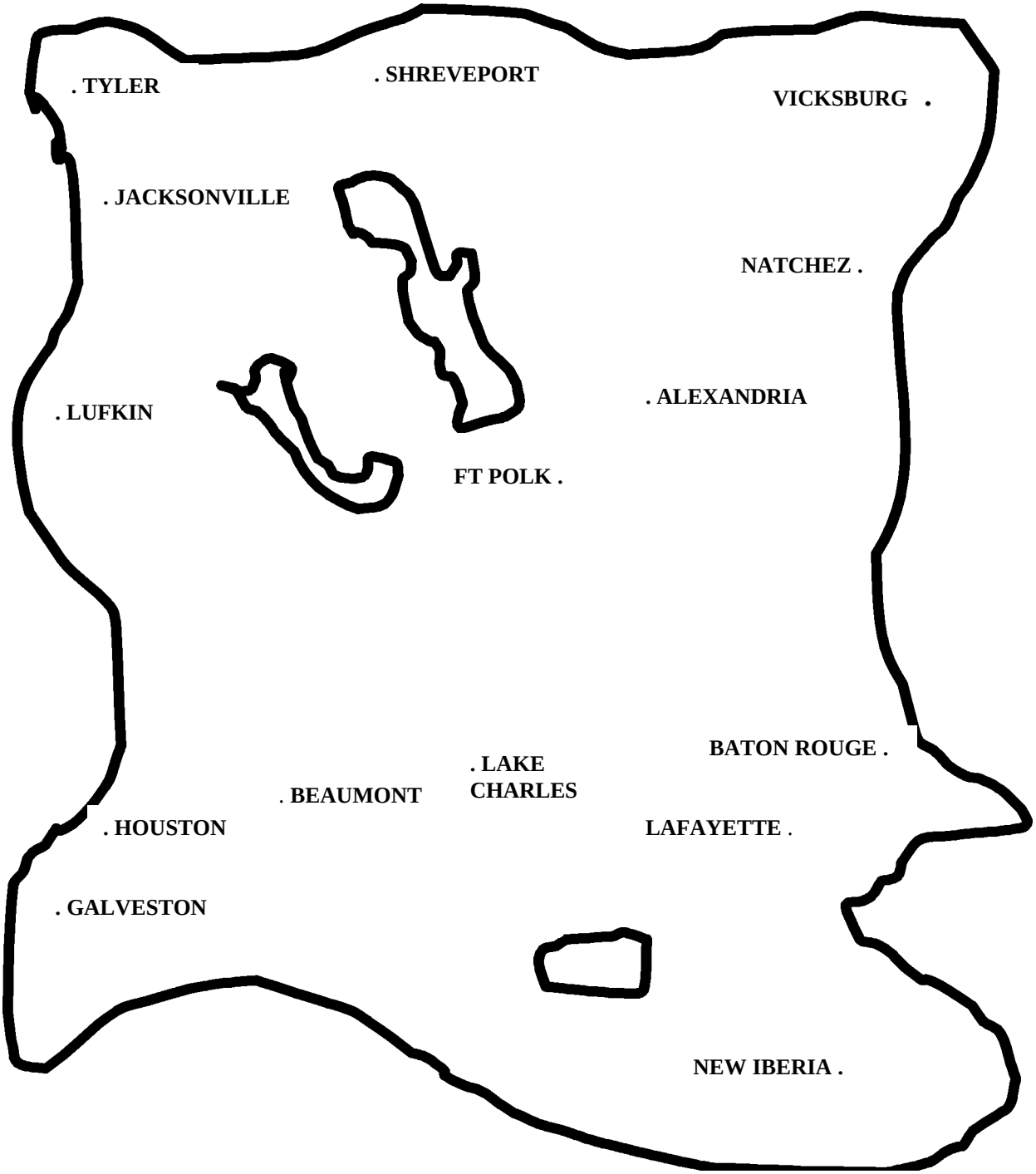
B-1
POLK ARMY AIRFIELD PARKING


H/159th AVIM/ ATSA
4/2 ACR
LMLM
FLT DET USAAAD
MOC
FIRE
VIP #2
OPS
VIP #1
MED
MED
A B C D E F G H
FLT DET MAINT
USAAD MED UH-1
ATSA FIXED WING
4/2 CAV UH-60 Maint Pad
4/2 OH-58 MAINT
4/2 OH-58 MAINT
FLT DET OH-58
USAAAD MED UH-1
4/2 CAV UH-60
4/2 OH-58
4/2 OH-58
FLT DET OH-58
FLT DET OH-58
ATSA
ATSA
FLT DET UH-1 21554
FLT DET
Rotational Aircraft
FLT DET UH-1 20040
FLT DET UH-1 22538
FLT DET UH-1 22093
FLT DET UH-1 21804
USAAAD MED UH-1
FLT DET UH-1 21592
USAAAD MED UH-1
FLT DET UH-1 15787
C130/TRAN
4/2 OH-58
4/2 UH-60
4/2 UH-60
TAXIWAY

JRTC AOI

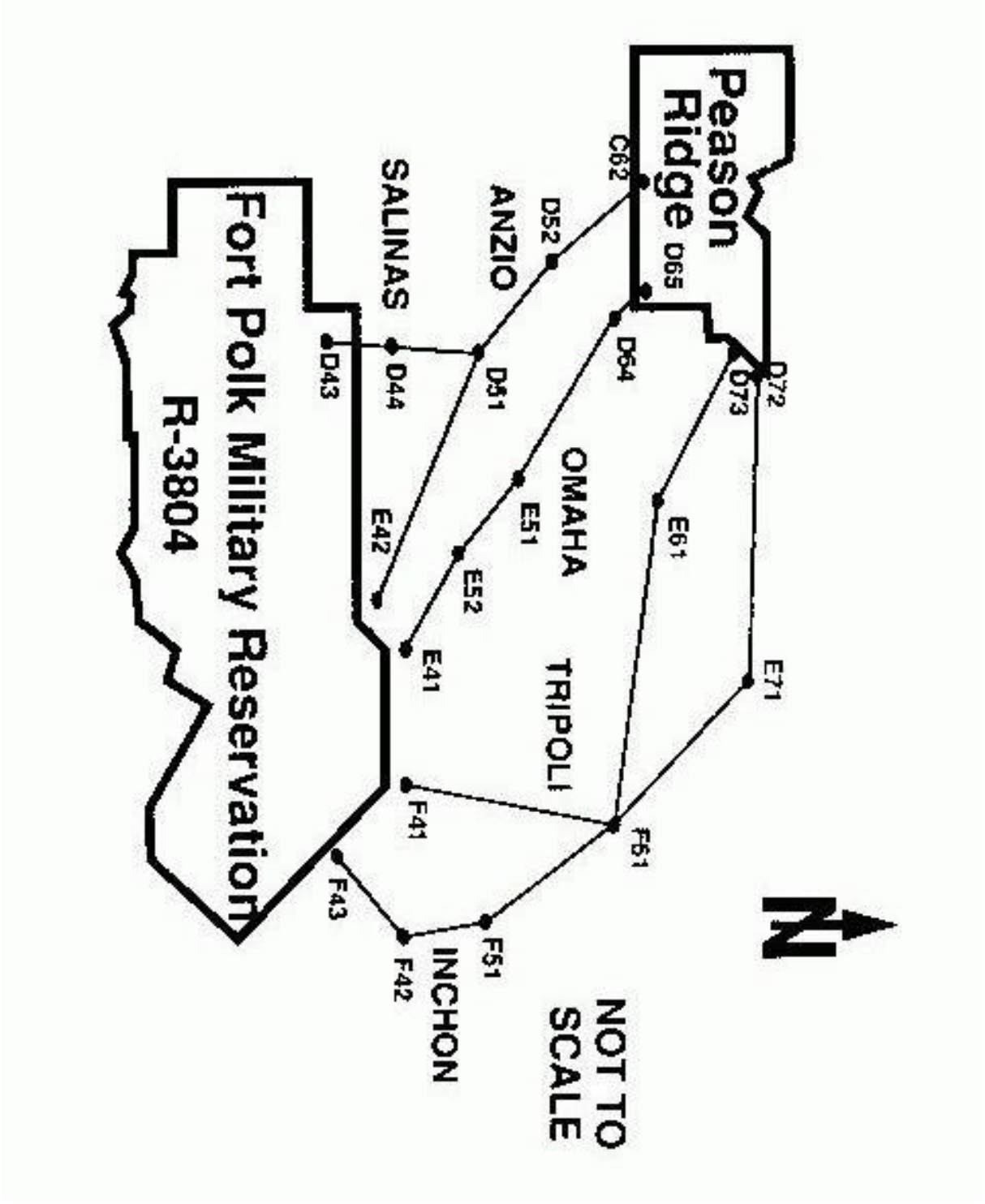

Polk Class D
Pearson AOI
Fullerton AOI
Alexandria AOI
Alexandria Class D
WARRIOR 1
HIGH & LOW MOA
R-3803A
R-3804A
R-3804B
RESTRICTED
R-3801A
R-3801B-C
WARRIOR 1
HIGH & LOW MOA
MOA EXCLUDED AT AND BELOW 1800' AGL
MOAS EXCLUDES THE AIRSPACE WITHIN RESTRICTED AREAS R-3803A, R-3804A & R-3804B WHEN ACTIVATED
10
14
28
31

LOCAL FLYING AREA



NOTE: NAVAIDS/Aerodomes serving borderline cities are considered to be in the local flying area.

ROTATIONAL ACPs



NOTE: ROUTES DRAWN ARE EXAMPLE ONLY

ACP LISTING

ACP	Location	Description	ACP	Location	Description
A51	VQ593548	Intersection	B31	VQ607316	Intersection
C31	VQ707378	Bridge	C32	VQ734308	VoTech School
C51	VQ708520	Killian Lake	C52	VQ786534	Water Tower
C61	VQ703665	Bridge	C62	VQ753653	Bridge
C71	VQ750738	Intersection	C72	VQ776728	Intersection
D21	VQ823299	Intersection	D22	VQ863255	Road Bend
D31	VQ836313	Intersection	D32	VQ893311	Intersection
D41	VQ815463	Intersection	D42	VQ813434	Intersection
D43	VQ853427	Self Airfield	D44	VQ863481	Bridge
D51	VQ863505	Radio Tower	D52	VQ809558	Radio Tower
D61	VQ836685	Radio Tower	D62	VQ819682	Intersection
D63	VQ861669	Intersection	D64	VQ841635	Observation Tower
D65	VQ801658	T Intersection	D71	VQ838764	Bridge
D72	VQ845725	Intersection	D73	VQ841710	Intersection
D81	VQ816839	Intersection	E21	VQ966258	Intersection

ACP	Location	Description	ACP	Location	Description

E31	VQ953320	Intersection	E41	VQ985473	Powerline Bend
E42	VQ961456	Powerline Bend	E51	VQ914556	Intersection
E52	VQ947509	Intersection	E61	VQ947663	Intersection
E71	VQ996713	Bridge	F21	WQ085283	Road Bend
F31	WQ091311	Intersection	F41	WQ026474	Observation Tower
F42	WQ082477	Intersection	F43	WQ055441	Intersection
F51	WQ085537	Bridge	F61	WQ059635	Road Bend
F71	WQ095758	Observation Tower	F81	WQ045848	Tower
F91	WQ005931	Bridge	G31	WQ126370	Intersection
G71	WQ124703	Dam	G91	WQ106910	River Bend
H31	WQ269381	Bridge	H71	WQ268749	Bridge
H81	WQ223860	Bridge	I61	WQ393699	Intersection
I62	WQ395675	Powerline/Road Intersection	I71	WQ399726	River Bend
I72	WQ314705	Storage Tank	J41	WQ420498	Radio Tower
J51	WQ426565	Twin Bridges	J61	WQ416625	Intersection

ANNEX E
LIMITED USE HELIPADS

NAME	LOCATION	RESTRICTIONS	APP HDG	HAZARDS	POC
WARRIOR PAD	VQ801349	Code 7 & above. See POC for PPR. Warrior Pad is in Class D airspace. Limited to 1 x UH-60, 2 x UH-1 or 2 x OH-58**. See note 1.**	Landing: 112 DEG. Depart: 292 DEG.	Power lines 100 ft SE of trees. Light poles & power lines.	SGS: 531-1715
HOSPITAL PAD	VQ795366	Medical Emergency only. Restricted to single aircraft. In Class D airspace.	115 DEG	Wind direction may shift on final approach	
RANGE CONTROL PAD	VQ843431	Day use only. Do not overfly Range Control Bldg 150 ft to the north. In Class D airspace. Limited to 3 x UH-60, 4x UH-1, or 4 x OH-58.	355 DEG (Depart 175 DEG) **See Note 3**	Wires left to right 200 ft from pad. Tower 195 ft. AGL 300 m north.	Notify Range Control prior to use: 531-5445
SOF PADS	VQ844419	**See Note 2**. Obey restrictions contained in para 3-13, F. In Class D airspace	North or South T/O or Landing	Trees, light poles, & power lines around perimeter	SOA O/Cs: 531-5945
TOLEDO BEND PAD	VQ448595	PPR from CDR required. Day use only. Limited to 1 x UH-60 or 1 x UH-1 or 1 x OH-58	150 DEG	Volleyball net 50 ft SE of pad	CRD: 531-1948
SHUGHART-GORDON MOUT SITE HELIPAD **PPR REQUIRED**	Helipad located on top of the hotel	Dismounting or insertion of troops is prohibited. External loads authorized. Troops will not be on building during any helo operations!	North to South or South to North	Numerous trees and wires surrounding area	Range Control: 531-5229

NOTE 1: Safety brief is required prior to use! Brief may be obtained by calling PAAF Operations 531-1893, PAAF Safety Officer 531-0868 or PAAF Standardization Officer 531-0866.

NOTE 2: During JRTC SOF rotations (normally D-7 to D+5) these pads are reserved for SOF use only; all other users must receive PPR from JACC (531-9583) prior to use. Outside of SOF rotation use is authorized as long as limitations prescribed in this paragraph are followed.

NOTE 3: Aircraft may depart on 340 DEG heading if wind conditions do not favor a 175 DEG departure.

AIRSPACE CONTROL ORDER LEGEND

MESSAGE DATE TIME GROUP
O 110320Z SEP 95

FROM ISSUING HEADQUARTERS (AIR OPERATIONS CENTER 6TH AF)
FM AOC DEPLOYED SHREVEPORT CORTINA//DO//

TO FIELD UNITS AND AIR FORCE WINGS
TO RUWANFE/CDR21STINFDIV FORT UNION NM//G2/G3//

CLASSIFICATION GUIDANCE
UNCLAS E F T O

EXERCISE ID
EXER/JRTC ROTATION 95-8//

MSGID/AIRSPACE CONTROL ORDER/AIR OPS CENTER/ ACO SERIAL NUMBER/MONTH//
MSGID/ACO/AOC/015/SEP/PER//

AIRSPACE CONTROL ORDER ID
ACOID/JOINT READINESS TRAINING CENTER (JRTC) EXERCISE AIRSPACE INCLUDING THE WARRIOR MOAS, R3803 AND R3804//

EFFECTIVE PERIOD OF THE ACO
PERIOD/111100Z SEP/122300Z SEP//

AIRSPACE CONTROL MEASURE ID/ TYPE OF ACM/ UTM OR LAT/LONG COORDS
ACMID/ROZ/LZ
01/15RWE00104345/WE04003845/WE06554015/WE02704515//

SIZE OF ACM/ RADIUS OR WIDTH AND LENGTH
SIZE/2 X 4 SM//

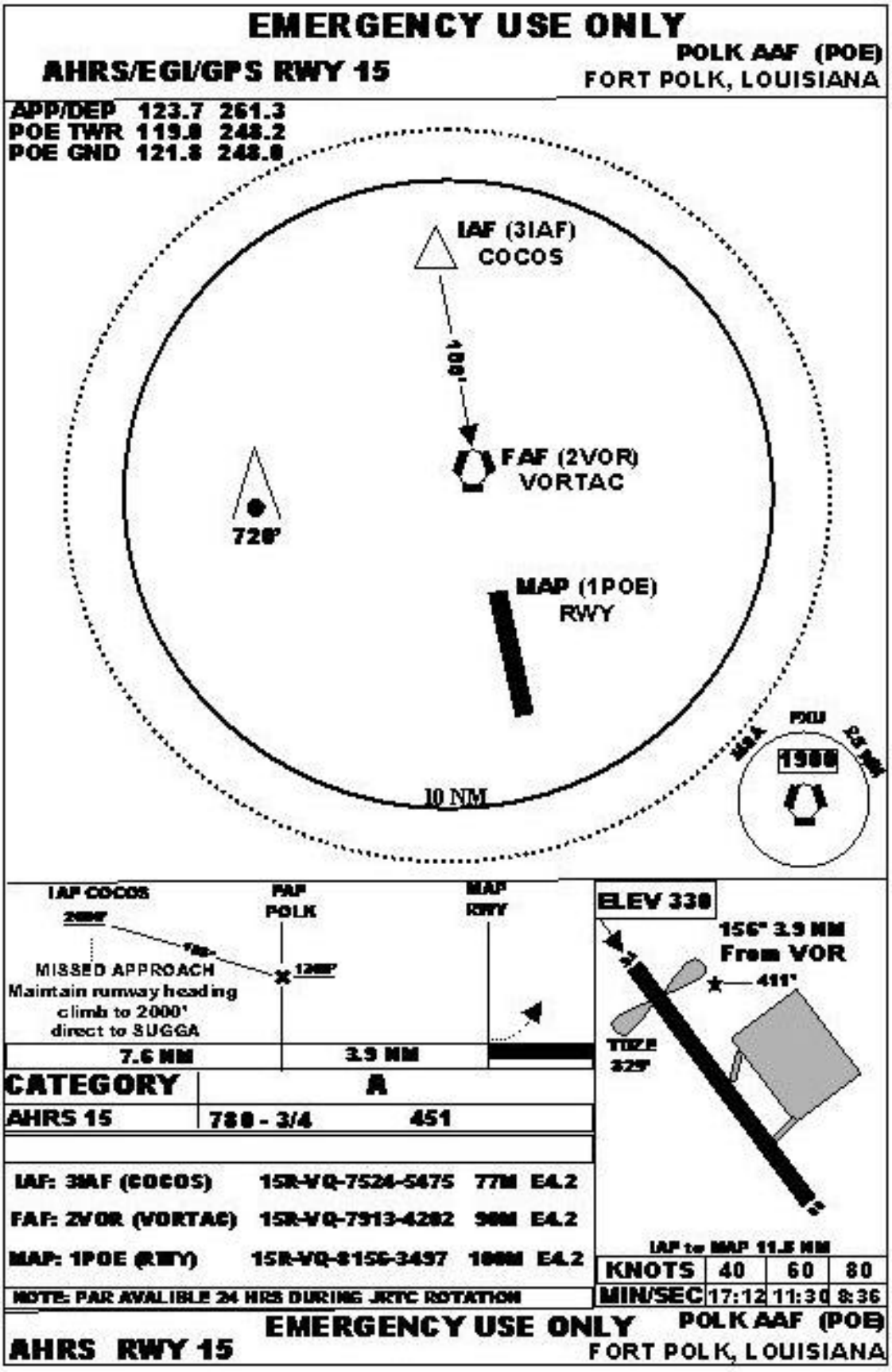
ALTITUDE OF ACM/GROUND LEVEL TO MSL OR AGL ALTITUDE
EFF LEVEL/GL-3000 AGL//

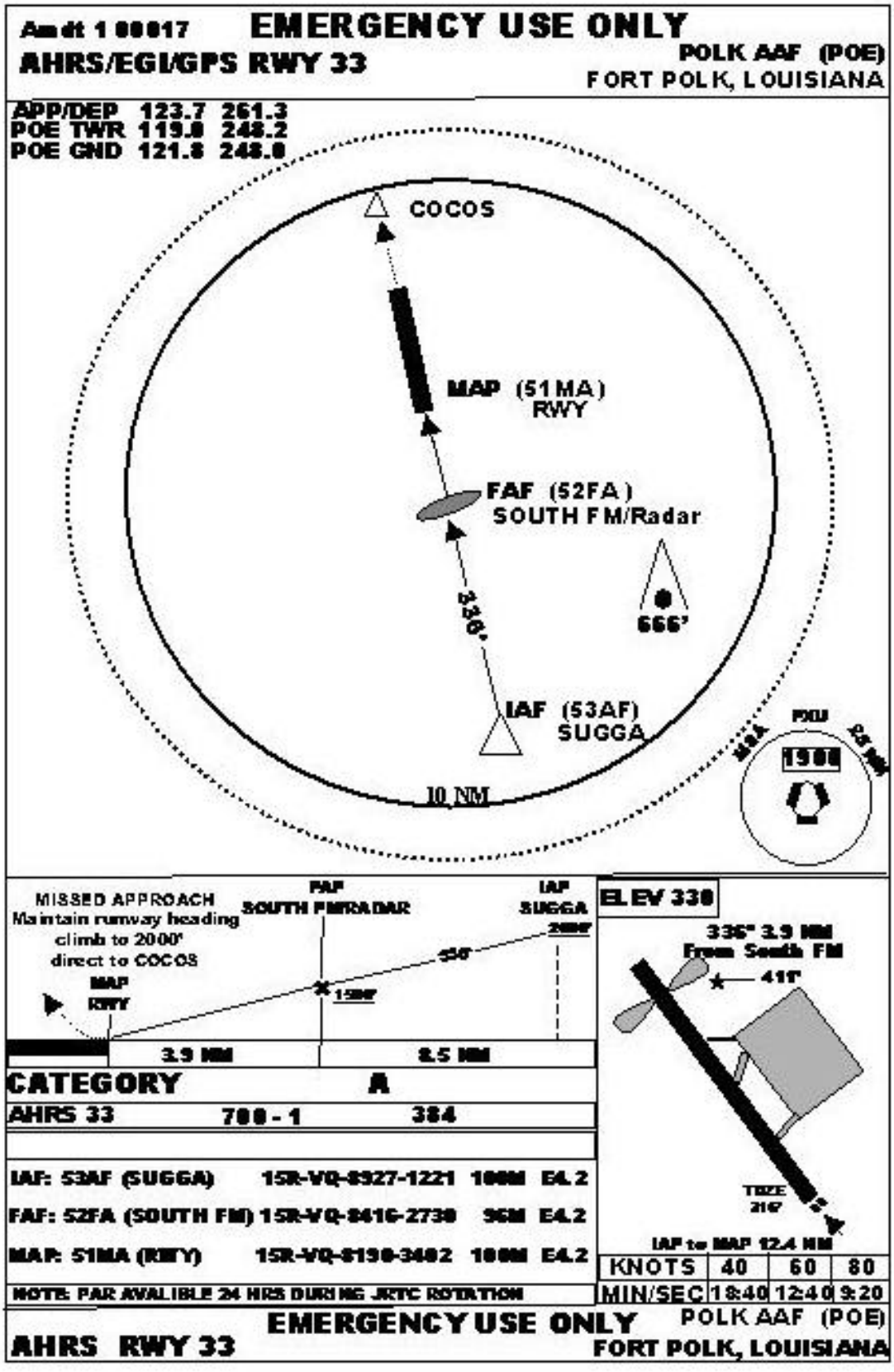
EFFECTIVE TIMES OF ACM IN ZULU TIME
PERIOD/111100Z SEP/122300Z SEP//

CONTROLLING AUTHORITY AND FREQUENCIES FOR CONTACT
CONTAUTH/TAILPIPE BRAVO/304.3/148.475//

NARRATIVE CONCERNING THE ACM
NARR/1. PURPOSE/ON CALL ROZ FOR AIRLAND OF COMBAT OFFLOAD PALLETS AND AEROMEDICAL EVACUATION (AIREV) AS REQUIRED. 2. TRANSIT INSTRUCTIONS/ TAILPIPE BRAVO WILL CONTROL ALL AIRCRAFT OPERATING IN THE ROZ WHEN ACTIVE. 3. ESTABLISH CONTACT WITH TAILPIPE BRAVO PRIOR TO ENTERING AND WHILE OPERATING IN THE ROZ//

GENERAL REMARKS PERTINENT TO THE ENTIRE ACO
RMKS/1. FIRST 24 HOURS OF THE PERIOD WILL BE IN DIRECT SUPPORT OF OPERATIONS COVERED BY THE SUPPORTED ATO. LAST 12 HOURS WILL BE TENTATIVE BASED ON PROJECTED FUTURE OPERATIONS AND IS VALID FOR PLANNING PURPOSES ONLY. 2. WOLFMAN AND WARRIOR CONTROL WILL MAKE BLANKET RADIO CALLS TO ADVISE OF ACM ACTIVATION AND DEACTIVATION. 3. THIS ACO SUPERSEDES ACO 014 DTG 100236Z SEP 95//


EMERGENCY USE ONLY
AHRS/EGI/GPS RWY 15
POLK AAF (POE)
FORT POLK, LOUISIANA
APP/DEP 123.7 261.3
POE TWR 119.8 248.2
POE GND 121.8 248.8
IAF (3IAF)
COCOS
180°
FAF (2VOR)
VORTAC
728'
MAP (1POE)
RWY
10 NM
POU
1988
IAF COCOS
FAP
POLK
MAP
RWY
MISSED APPROACH
Maintain runway heading
climb to 2000'
direct to SUGGA
7.6 NM
3.9 NM
ELEV 338
156° 3.9 NM
From VOR
411'
329°
IAF to MAP 11.5 NM
KNOTS 40 60 80
MIN/SEC 17:12 11:30 8:36
CATEGORY A
AHRS 15 788 - 3/4 451
IAF: 3IAF (COCOS) 15R-VQ-7524-5475 77M E4.2
FAF: 2VOR (VORTAC) 15R-VQ-7913-4282 90M E4.2
MAP: 1POE (RWY) 15R-VQ-8156-3497 100M E4.2
NOTE: PAR AVALIBLE 24 HRS DURING JRTC ROTATION
EMERGENCY USE ONLY
POLK AAF (POE)
AHRS RWY 15
FORT POLK, LOUISIANA


Amdt 1 00017
EMERGENCY USE ONLY
AHRS/EGI/GPS RWY 33
POLK AAF (POE)
FORT POLK, LOUISIANA
APP/DEP 123.7 261.3
POE TWR 119.8 248.2
POE GND 121.8 248.8
COCOS
MAP (51MA)
RWY
FAF (52FA)
SOUTH FM/Radar
330°
666'
IAF (53AF)
SUGGA
10 NM
POU
1900
MISSED APPROACH
Maintain runway heading
climb to 2000'
direct to COCOS
MAP
RWY
FAF
SOUTH FM/RADAR
IAF
SUGGA
3.9 NM
8.5 NM
ELEV 338
336° 3.9 NM
From South FM
411'
TDZE
216'
IAF to MAP 12.4 NM
CATEGORY A
AHRS 33 788 - 1 384
IAF: 53AF (SUGGA) 15R-VQ-8927-1221 100M E4.2
FAF: 52FA (SOUTH FM) 15R-VQ-8416-2730 96M E4.2
MAP: 51MA (RWY) 15R-VQ-8190-3402 100M E4.2
NOTE: PAR AVALIBLE 24 HRS DURING JRTC ROTATION
KNOTS 40 60 80
MIN/SEC 18:40 12:40 9:20
EMERGENCY USE ONLY
AHRS RWY 33
POLK AAF (POE)
FORT POLK, LOUISIANA

ANNEX H

KEY TELEPHONE NUMBERS

DSN PREFIX	863-XXXX
DSN ACCESS	94- XXX-XXXX
LOCAL PREFIX	531-XXXX
AREA CODE	(337)XXX-XXXX
OFF POST	99-XXX-XXXX
INFORMATION	531-2911
FORT POLK OPERATOR	
IN LA	1-800-227-3324
OUTSIDE LA	1-800-227-1071
FORT POLK FIELD OFFICER OF THE DAY (FOD)	1725/1726/1727
FORT POLK NOISE COMPLAINT HOTLINE	**531-1431**
ALEXANDRIA INTERNATIONAL AIRPORT (AEX)	
ENGLAND JET CENTER (FBO)	445-0532
JRTC LNO	448-9662
FAX	448-9756
AVN O/Cs	448-4168/6467
DERIDDER FSS	1-800-WX BRIEF
LOCAL ACCESS	99-462-6101
INSTALLATION AVIATION SAFETY OFFICER	
AIRFIELD OFFICE	531-0395
BEEPER	535-8173

LOCKHEED MAINTENANCE COR	531-6400/7327

JRTC OPERATIONS GROUP	
PLANS/EMC (AVIATION)	9510/9604/9798
AVIATION DIVISION O/Cs	0205/0204
SOA O/Cs	5287/5288
FAX	5945
EMCC/JACC (A2C2)	9509/9583
WOLFMAN	9508
POLK ARMY AIRFIELD	
AIRFIELD COMMANDER/INSTALLATION AVIATION OFFICER	
SECRETARY	2314
BEEPER	1-888-594-0217
AIRFIELD DISPATCH	4831/7328
FAX	8718
AIRFIELD OPERATIONS OFFICER	1893
BEEPER	568-5801
AIRFIELD OPERATIONS NCOIC	0864
AIRFIELD SAFETY	0868
AIRFIELD GATE GUARD	0322
FLIGHT DETACHMENT	1893/0861
READY ROOM	1865
FAX	1873
MAINTENANCE	2279/6400
POLK ATC (admin offices)	7982/7407
FAX	7990
WARRIOR CONTRO	7269
ARMY THREAT SUPPORT ACTIVITY (OPFOR AIR)	9789/4403
FAX	7989
RANGE CONTROL	5445
FAX	5247

WEATHER STATION

DUTY FORECASTER (PAAF)	4100/4021
JRTC STAFF WEATHER OFFICER (SWO)	0824
CDR/NCOIC	6702/4535
U.S. ARMY AIR AMBULANCE DETACHMENT	
CDR	2140
OPERATIONS	4803/7928
FAX	2101
548 CTS AIRSPACE MANAGER	5189
FORT POLK EOD	4623
AUTOMATED SURFACE OBSERVING SYSTEMS	
PEASON RIDGE	8945
FULLERTON	8676
SELF FILGHT LANDING STRIP	5679

KEY RADIO FREQUENCIES

ALEXANDRIA INTERNATIONAL AIRPORT (AEX)		
TOWER	127.35	269.2
GROUND	121.9	372.0
ENGLAND JET CENTER (FBO)	130.0	
ALEXANDRIA VOR (AEX)	116.1	
ALEXANDRIA/ESLER REGIONAL AIRPORT (ESF)		
TOWER/CTAF	118.0	324.3
GROUND	121.7	
ESLER VOR (ESF)	117.9	
DERIDDER/BEAUREGARD PARISH AIRPORT (DRI)		
CTAF	122.8	
IDDER NDB (DR)	385	
LOCALIZER (I-DRI)	111.1	
DERIDDER FSS		
POLK	122.2	255.4
ALEXANDRIA	122.55	255.4
HOUSTON CENTER (BUNKIE SECTOR)	135.7	381.5
HTA COMMON ADVISORY FREQUENCY	30.525	
LEESVILLE AIRPORT (LA24)		
CTAF	122.8	
LEESVILLE NDB (VED)	247	

CAUTION: Peason NDB (frequency 240) is easily confused with Leesville NDB (frequency 247). Ensure proper identification on NAVAID.

POLK AAF (POE)		
TOWER	119.0	248.2
GROUND	121.8	248.0

ATIS	134.85	234.3	
AIRFIELD OPERATIONS	36.05	374.2	
METRO	40.35		135.0
342.5			
POLK VORTAC (FXU)	108.4		
GATOR NDB (GUV)	359		
PEASON NDB (AWC) (VQ70277452)	240		

CAUTION: Peason NDB (frequency 240) is easily confused with Leesville NDB (frequency 247). Ensure proper identification of NAVAID

MEDEVAC (REQUEST THRU RANGE CONTROL - 40.95)

POLK ATC

POLK APPROACH	123.7	261.3	
WARRIOR CONTROL			
FULLERTON	34.1	124.425	321.6
PEASON OR ISB ALEX	34.3	118.075	302.2
JACKKNIFE (CRE)	141.675	364.9	
WOLFMAN (ASOC)	Same as Jackknife		
TAILPIPE BRAVO CCT (FULLERTON)	148.475	304.3	
TAILPIPE CHARLIE CCT (PEASON)	148.8	356.35	
TAILPIPE DELTA (SELF)	See ACO		

POLK RANGE CONTROL	40.95	143.2	373.3

AUTOMATED SURFACE OBSERVING SITE VHF FREQUENCIES

		PH
PEASON RIDGE	118.525	8945
FULLERTON (CEMETARY 13)	118.625	8676
SELF AIRFIELD	119.275	5679

ANNEX J

TERRAIN FLIGHT HAZARDS

1. This annex contains a listing of all known hazards to terrain flight. Hazards that are reported after publication of this document will be included in a hazards errata sheet. Grid coordinates are based on the WGS84 datum. Users of maps based on the NAD27 datum must convert all grids by changing the second letter for "Q" to "E" and subtracting two from the 6th digit of each 6-digit grid coordinate. For example, VQ792352 becomes VE792350.

2. Hazard Criteria. Hazards are listed if they meet the following criteria:

a. The hazard must be located within the polygon bounded by the following grid coordinates: VQ800900 - VQ600850 - VQ500500 - VQ500200 - WQ500200 - WQ500700 - WQ300900 - WQ100980 - WQ000980 - VQ800900.

b. The hazard must be 200' AGL or higher or be located within a terrain flight area (the Fort Polk Military Reservation, to include the Peason Ridge area, or a designated helicopter training area (HTA)).

3. Aviators should assume all roads have wires. Only wires that pose a hazard to terrain flight and are not already depicted on the Fort Polk or Peason Ridge Military Installation Map (1:50,000) are listed. Aviators should not fly down roads below the level of surrounding trees or land within 50 meters of the road centerline without a thorough reconnaissance due to the numerous wires that cross roads in the training area.

4. Report new hazards directly to the Polk Army Airfield Operations Officer. The Operations Officer will inform the terrain flight hazard officer. Errata sheets will be published as necessary. In addition to reported hazards, the terrain flight hazards officer will monitor the monthly chart-updating manual (CHUM) for new hazards.

5. Towers:

LOCATION	SECTOR OR ACP	HT (MSL)	HT (AGL)	LIGHTS	REMARKS
VQ575302	A3	400	160	YES	
VQ583627	A6	600	160	NO	Antenna
VQ588634	A6	900	450	YES	Multiple towers
VQ605639	B6	702	218	YES	Microwave antenna
VQ636650	B6	510	175	NO	Antenna
VQ669606	B6	640	240	YES	
VQ688686	B6	779	318	YES	Peason OCCS tower
VQ731371	C3	604	340	YES	
VQ735302	C3	700	400	YES	vicinity ACP C32
VQ735353	C3	580	370	YES	Radio Tower
VQ743365	C3	600	340	YES	
VQ757358	C3	499	255	YES	Microwave tower
VQ797342	C3	440	150	YES	Antenna
VQ716454	C4	618	318	YES	Leesville
VQ721446	C4	720	425	YES	Leesville
VQ742477	C4	719	420	YES	Leesville
VQ746445	C4	460	200	YES	Leesville
VQ747473	C4	460	200	YES	Leesville
VQ748457	C4	460	200	YES	Leesville
VQ786534	C52	625	150	YES	Light at base of water tower
VQ730680	C6	490	50	NO	Range pole
VQ703745	C7	440	50	YES	Two poles vic Peason NDB
VQ717733	C7	450	50	YES	Peason FLS tower
VQ801338	D3	357	150	YES	Water tower
VQ802367	D3	410	150	YES	Water tower
VQ806353	D3	479	240	YES	Multiple obstructions vicinity JRTC EMCC
VQ865389	D3	634	268	YES	Mill Creek OCCS tower
VQ893314	D3	355	50	YES	Antenna

SECTOR

LOCATION	OR ACP	HT (MSL)	HT (AGL)	LIGHTS	REMARKS
VQ819473	D4	600	380	YES	
VQ824474	D4	643	313	YES	
VQ830419	D4	475	150	YES	Rigger shed (N. Fort)
VQ836476	D4	459	200	YES	
VQ844435	D4	545	195	YES	Range control tower
VQ850491	D4	450	100	YES	Light at base of water tower
VQ894403	D4	415	60	YES	MPRC Range tower
VQ863505	D51	597	256	YES	Microwave tower
VQ809558	D52	849	479	YES	
VQ837685	D6	657	268	YES	
VQ841635	D64	525	100	NO	Kurthwood fire tower
VQ817839	D8	278	100	NO	Antenna
VQ829801	D8	473	100	NO	Kisatchie lookout tower
VQ967264	E2	665	415	YES	Cravens radio tower
VQ921339	E3	400	85	YES	Range 12
VQ962436	E4	490	40	YES	Range 33D (3 poles)
VQ969441	E4	500	50	YES	North of Artillery Road across from range 33D
VQ987522	E5	700	400	YES	North of Highway 28
WQ070246	F2	447	269	YES	Microwave tower
WQ016497	F4	400	110	YES	Water tower
WQ021401	F4	644	318	YES	Cemetery 13 OCCS tower
WQ023469	F4	360	100	YES	Wx radar - avoid by 500m Slant range
WQ032486	F4	380	160	YES	Fire tower
WQ033414	F4	405	65	YES	Geronimo FLS tower
WQ026474	F41	687	303	YES	
WQ098678	F6	370	125	NO	vicinity Hood Camp
WQ095758	F71	510	150	YES	Fire tower
WQ042849	F81	593	313	YES	

LOCATION	SECTOR OR ACP	HT (MSL)	HT (AGL)	LIGHTS	REMARKS
WQ107346	G3	290	30	NO	Telephone pole
WQ107352	G3	375	85	YES	Antenna
WQ115368	G3	290	30	NO	Telephone pole
WQ122746	G7	600	288	YES	
WQ125824	G8	618	412	YES	
WQ172833	G8	394	200	NO	
WQ242506	H5	665	420	YES	
WQ260542	H5	442	209	YES	
WQ270663	H6	569	413	YES	Multiple towers
WQ268736	H7	361	265	YES	Smokestack
WQ267885	H8	477	380	YES	Multiple obstructions
WQ301423	I4	400	100	NO	Water tower
WQ346708	I7	400	320	YES	
WQ475334	J3	1,219	1,055	YES	
WQ480346	J3	1,749	1,586	YES	
WQ483369	J3	482	290	YES	
WQ426498	J41	417	222	YES	
WQ485660	J6	353	263	YES	Multiple towers
WQ490648	J6	336	250	YES	

6. Powerlines:

LOCATION	FROM	TO
Peason	VQ704742	to VQ704738
Peason	VQ715744	to VQ717734
Peason	VQ722752	to VQ726738 to VQ749738
Peason	VQ723746	west along the road to VQ692740 south along the road to VQ685669 east along the road to VQ822686 due east to VQ836685
Peason	VQ726743	to VQ729738
HTA 2	VQ540465	to VQ610412

LOCATION	FROM	TO
0HTA 2	VQ540378	northeast along the road to VQ610424
HTA 2	VQ540512	northeast along the road to VQ610555
HTA 2	VQ594549	north along the road to VQ596600
HTA 3(HH)	VQ873806	to VQ872811
Fort Polk	VQ850378	to VQ851379 (range 19)
Fort Polk	VQ878386	to VQ883398
Fort Polk	VQ852314	to VQ858314 (ranges 6A, 6, & 7)
Fort Polk	VQ879395	to VQ882395
Fort Polk	VQ820383	East along Mill Creek Road to VQ906382 south along Whiskey Chitto Road to VQ932319 southeast along the road to VQ924310 due west to VQ906313 west along Lookout Road to VQ828321 (NOTE: numerous wires cross the road to provide power to the small arms ranges in Zion Hills)
Fort Polk	VQ850422	East along Artillery Road to WQ022450 north along the road to WQ026473 (NOTE: wires cross road in several places)
Fort Polk	VQ885381	to VQ887381 (range 16)
Fort Polk	VQ890384	north along the road to VQ894405 north along Birds Creek Road to VQ883426
Fort Polk	VQ897312	to VQ899316 (range 11B)
Fort Polk	VQ914366	east along Holly Springs Road to VQ958372 south along the road to VQ723343 east along Lookout Road to WQ003349 east along the reservation boundary road to WQ091313 north along boundary road to WQ126370 (NOTE: numerous wires cross road)
Fort Polk	VQ930430	south along Dugout Road to VQ952373 (wires partially down, but poles still there)
Fort Polk	VQ943434	to VQ943439
Fort Polk	VQ952446	to VQ957434 (range 33)
Fort Polk	VQ954434	to VQ962434 (range 33)
Fort Polk	VQ969439	to VQ967445 (range 31)

ANNEX K

OVERFLIGHT RESTRICTIONS

Name	Location	Restriction
Post Headquarters	VQ801351	Remain above 1000'MSL
Baynes Jones Hospital	VQ796365	Remain above 1300'MSL
Emu farm	WQ080430	Remain above 1300' MSL within 1 km
Radar site	WQ023469	Maintain at least 500 meter slant range - no exceptions unless radar is deactivated
Ammunition Supply Point	VQ828393	Remain above 500'MSL over ASP
VORTAC site	VQ791420	do not land or hover within 200 meters
Residence (near AEX)	WQ399693	Remain above 1300'MSL within 300 meters
Residence (near Polk AAF)	VQ854293	Remain above 1000’AGL within 2 kilometers
Automated Surface Observation System (ASOS) Peason: Fullerton: Self Airfield:	 VQ834692 WQ021401 VQ853428	Maintain at least 300 foot distance in all directions.

ANNEX L

DUD AREAS

Name	Location
Range 16A	VQ872380 - VQ875379 - VQ874376 - VQ872376 - VQ872380 (inside the points)
Range 18	VQ859385 - VQ864384 - VQ861379 - VQ857382 - VQ859385 (inside the points)
Range 21	VQ841381 - VQ843481 - VQ843378 - VQ841378 - VQ841378 (Inside the points)
Range 40	WQO69333 - WQO73334 - WQ085317 - WQ082315 WQ069333 (Inside the points)
Range 45	WQ006433 - WQ007434 - WQ008434 - WQ009431 - WQ008431 WQ007432 (Inside the points)
Peason 6A	VQ723711 - VQ731707 - VQ731703 - VQ726696 - VQ717696 (Inside the points)
Peason 6B	VQ740712 - VQ743720 - VQ750730 - VQ754732 - VQ758723 - VQ743706 - VQ740712 (Inside the points)
Peason 6C	VQ742702 - VQ759722 - VQ768714 - VQ767705 - VQ763698 - VQ751698 - VQ748697 (Inside the points)
EOD Range	VQ923323 (0.5 km radius)
Range 11B	VQ899317 (0.4 km radius)

Name Location

Redleg Impact Area	VQ950422 - VQ957422 - VQ953431 - VQ968435 - VQ976422 - WQ006422 - WQ006382 - VQ974382 - VQ968392 - VQ960392 - VQ954398 - VQ936398 - VQ937402 - VQ950404 - VQ950422 (Inside the points) NOTE: This area contains unexploded submunitions and TOW wires; avoid overflight, especially below 50' AHO.
Range 16	VQ883381 - VQ885381 - VQ887375 - VQ882376 (inside the points)

ANNEX M

RESTRICTED AIRSPACE

Name	Location
R3803 (Peason) SFC to FL 180	VQ842732 - VQ845725 - VQ840703 - VQ826647 - VQ680647 - VQ680758 - VQ731758 - VQ794740 - VQ842732 (Inside the points)
R3804A SFC to FL 180	VQ873315 - WQ048315 - WQ064296 - WQ095296 - WQ127370 - WQO32481 - VQ984480 - VQ968462 - VQ873462 VQ873315 (Inside the points)
R3804B SFC to 3000' MSL	VQ825315 - VQ873315 - VQ873407 - VQ793370 - VQ825315 (inside the points)
R3801A (Claiborne Rg)	WQ206629 - WQ159555 - WQ905739 - WQ953813 - WQ206629 (Inside the points) 1500' AGL to 4000' MSL NW of a line from WQ143684 to WQ079610; 500' AGL to 4000' MSL SE of the line
R3801B (Claiborne Rg) SFC to 7000' MSL	WQ159555 - WQ206629 - WQ286574 - WQ317611 - WQ476519 - WQ397389 - WQ159555 (Inside the points)